

HOW TO BUILD TRESTLES

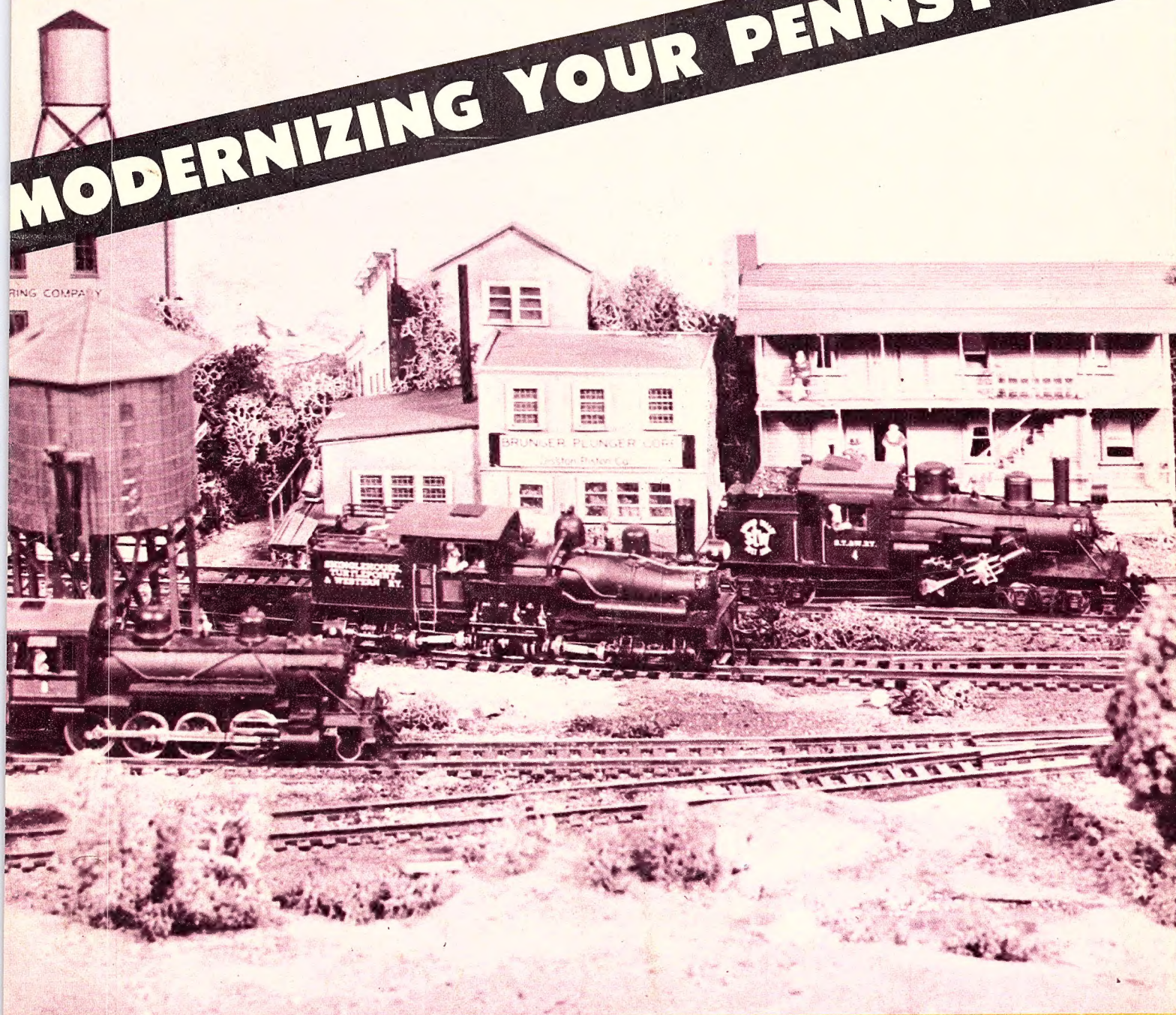
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HAROLD H. CARSTENS

EDITOR

Edwin P. Alexander

Research Editor

G. Ellen Schastey

Circulation Manager

Glyn Lewis

TT Gauge

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for DECEMBER 1957

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SAFETY VALVE

Hudson Happy

Thanks to the Swapper's Column, I have been able to pick up most of the different type Hudson locomotives which have been manufactured through the years. This includes O gauge Hudsons by Lionel including the 700EW, 763, and 773. Also the American Flyer HO and S gauge Hudsons, the Gilbert Erector Set Hudson with tender and a TT gauge Hudson. My most recent acquisition was an unidentified 1 7/8" scale Hudson, hand or custom built, with the locomotive hand crafted of heavy gauge brass. The tender was built up largely of galvanized iron. The drop coupler on the pilot while resembling somewhat an AAR style coupler actually has a phosphor bronze plate attached to a brass hook but is not a Walthers coupler. I would guess that it was built around 1935. Can any readers help in identifying the builder of this old collector's item?

George Vonderschmidt
39 Pine St.
Bergenfield, N. J.

Listening to George, one would

gather that 90% of the personnel at ABC-TV New York are model railroad fans. Ed.

Holley Has A Crusade

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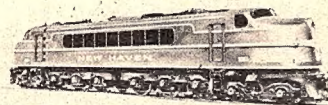
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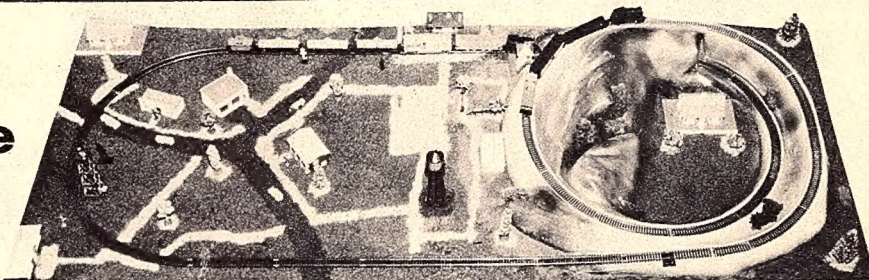
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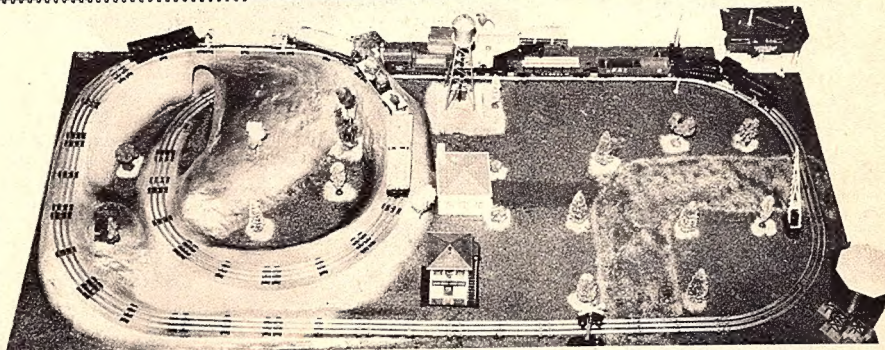
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One of the big problems that confronts the TT gauger is that of obtaining adequate supplies of kits and parts. I know that many TT items are offered by a number of manufacturers and yet my local hobby dealer either can't or won't supply me.

Several Readers

This same problem also applies to workers in the other minority gauges and fields, notably OO and S gauges, traction, and narrow gauge. There is certainly no doubting the fact that each of these fields has something to offer which is so attractive to the mod-

eler that he is more than willing to give up the luxury of the many offerings in more standard fields such as HO. All that these modelers ask is to be able to buy their minimum needs and possibly such kits as are available. Unfortunately, all too few dealers are willing to stock up on these specialty fields: there just isn't a fast enough turnover to warrant the investment in money and space.

As an example, a dealer might invest \$100 in HO kits and another \$100 in some less popular gauge. Possibly within a month, the HO merchandise will be gone and the dealer will have reinvested his money in still more HO goods. The chances are that he will still be stuck with the bulk of his other purchase.

For this reason, relatively few stores stock much if any items in other than the faster moving items. They just can't afford to do so.

The exception to this is in the exclusively railroad hobby shop whose one specialty is railroads. He will endeavor to stock everything and although it is a tough job, many hobby shops are able to approach this goal. Frequently such stores also carry on a mail order business, thus making these scarcer items available nationally.

Sometimes if a dealer knows that a group of customers are interested in some special phase of modeling, he will stock the item in question. Often you'll visit a hobby shop and find an unusually complete stock of some item unavailable elsewhere.

However, it not infrequently happens with smaller manufacturers that their items are in short supply and that your dealer either has to wait to obtain his order or he just can't get it at all.

All of this is not to be construed as a condemnation of the minority gauges and fields. However, it is a problem and should be recognized as such. Therein lies one of the pleasures of the hobby unknown to the average HOer: the ability to create something despite shortages and the need to improvise. And isn't it true that when you do get to see a narrow gauge line, or a trolley line, or a railroad in TT or S or OO gauge, that it approaches a peak of perfection often not found in HO or O? Ed.

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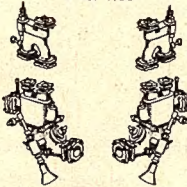
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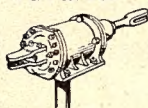
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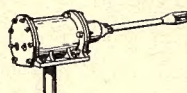


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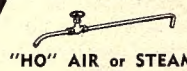
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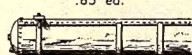
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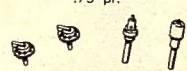
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DISPATCHER'S REPORT

WINTER is coming in and it gives us a chance to contemplate a bit on the past summer, especially as it affects model railroading and the railroads at the Jersey Shore . . . There is no doubting the fact that high speed parkways have made inroads into passenger traffic but RDC trains on the PRSL and almost complete dieselization of the New York & Long Branch.

At Wildwood it is somehow amusing to see buses lettered for the "Five Mile Beach Electric Railway." One of the old Wildwood cars is still operating at the Branford Railway in Connecticut . . . Ironically, the Branford Museum outfit is running what may well be the last steam operated railfan trip along the Jersey Shore.

One interesting aspect has been the growing installation of kiddy railways at almost all of the popular beach resorts. The best of these is the Jenkinson Pavilion line at Point Pleasant which actually saves boardwalkers a long hike. Perhaps some day this line could be extended the entire length of Point Pleasant's boardwalk. It runs on track laid on the sand. Gauge is about 18 inches.

Elsewhere, steam still operates on the Northern Pacific and Great Northern at Minneapolis and Duluth . . . In the Southland, short lines and industrial pikes continue to run steam that would delight even the diesel lovers

. . . Take in the two Shays on the Graham County or the 2-8-0 on the Rockton & Rion. The R&R also has a Mikado and a tiny Alco 0-4-0T . . . And probably the minutest 2-6-0 ever built, built by Glover Machine Works and still operating on the Holly Hill Lumber road.

But if steam gets rarer and rarer in real life, more and more top quality models are being made available at prices to suit virtually every budget.

NMRA NEWS

National Model Railroad Association elected Dr. Eber H. Allen, of Ft. Wayne, Indiana, as new president. New veeps for the various regions are Milt Friedberg (Eastern), J. Terry Joyce (Central), and C. Walter Mendenhall (Western). Secretary is Charlie Kent, with R. H. Heubenthal the new treasurer.

New In HO

From Mantua, two brand new box car kits: red Great Northern with giant black and white herald, also a black, white, and red New Haven car. Both kits are \$2.45 each at your dealer . . . Mantua-Tyco's old time General train now has Flexi-Flow drive . . . From Pocher, an HO ready to run model of the famed Armistice car.

Gilbert's HO smoke unit can be installed in most of the larger HO locomotives with little difficulty . . . For work trains that are different, look up the Red Ball line . . . Model Railroad Figures, a new name, from Elkins Park, Md., has released a complete new line of hand painted, low cost figures in both HO and O. Worth inspection, with as many as eight different colors per figure! . . . Athearn's new Porter diesel switcher a fast mover at \$4.95 ready to run! . . . Ulrich's automatic hopper car kit now

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GILBERT "HO" TRAIN SETS

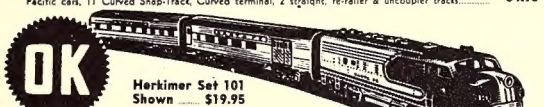
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VARNEY

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Penn Line "Piggyback"

Set Shown \$29.95

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Revell Diesel Freight

Set 77000 Shown

REVELL "HO" TRAIN SETS

UP DSL FREIGHT SET (77000) Has Union Pac. Dtl. Switcher, Releaser w/Hobo, Gondola w/Gravel, Caboose w/brakeman, Circle of Track, Terminal & Releaser, Uncoupler Track w/Switchman. \$27.95

ACL FREIGHT SET (77001) Deluxe Dtl. Switcher w/Crew, Box Car w/Hobo, Stock Car, Gondola & Hopper Car w/lift-up loads, Releaser & Caboose w/Brakeman. Track same as Revell set above. \$34.95

F7 DIESEL FREIGHT SET (77050) Santa Fe Loco w/Crew, Releaser, Gondola & Hopper Car w/lift-up loads, Box Car w/Hobo, Stock Car, Ramp, Flat Car w/Load, Caboose & All Snap-Track. \$39.95

0-4-0 STEAM SWITCHER FREIGHT SET (77100) Union Pacific Steam Loco w/real smoke, Stock Car w/Cattle & Ramp, Flat Car w/Load, Caboose and Many Astor, Train Crew, Track same as 77000 \$39.95



TYCO "General" Train Set T-8 Shown

TYCO "HO" TRAIN SETS

3 CAR SIDE TANK FREIGHT SET (T1-21) Has Side Tank Loco, 2 Freight Cars, Caboose, Circle of Snap-Track, Terminal & Releaser, Uncoupler Track w/Switchman. \$24.95

3 CAR DTL FREIGHT SET (T1-21) Includes: Shark Nose Dtl. "A" Loco w/Headlight, 2 Freight Cars & Caboose, All Snap-Track as Set T1-21 above. Set Available w/Power Pack @ \$39.50 \$28.95

4 CAR SWITCHER FREIGHT SET (T1-21) Has Switcher Loco w/Slope-Back Tender, 3 Freight Cars & Caboose. \$36.95

3 CAR "TALGO" PASSENGER TRAIN (T-9) Includes: Diesel Loco w/Operating Headlight, 3 Illuminated Coaches, 12" Curved Circle of Snap-Track, Terminal Track and Straight Snap-Track. \$29.95

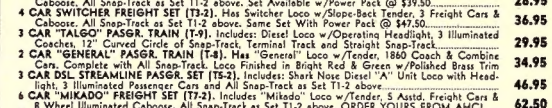
2 CAR "GENERAL" PASSENGER TRAIN (T-8) Has "General" Loco w/Tender, 1800 Coach & Combine Cars, Complete with All Snap-Track, Loco Finished in Bright Red & Green w/Polished Brass Trim. \$34.95

3 CAR DSL STREAMLINE PASSENGER SET (T1-21) Includes: Shark Nose Diesel "A" Unit Loco with Headlight, 3 Illuminated Passenger Cars and All Snap-Track as Set T1-21 above. \$46.95

6 CAR "MIKADO" FREIGHT SET (T7-21) Includes: "Mikado" Loco w/Tender, 5 Astor Freight Cars & 8 Wheel Illuminated Caboose, All Snap-Track as Set T1-21 above. ORDER YOURS FROM AHC! \$62.50

3 CAR "PACIFIC" PASSENGER SET (T1-21) Has Pacific Loco w/Tender and 3 Illuminated Streamline Passenger Cars (Coach, Combine & Observation). Includes All Snap-Track as Set T1-21 above. \$64.50

2 LOCO - 8 FREIGHT - 2 COMPLETE SETS (T1-10) Has 2 Loco (Mikado w/Tender & Side Tank), 7 Freight Cars, Lighted Caboose plus All Track, Switches, Control for complete 2-train system. \$95.00



Varney GM "Aerotrains"

Set #20 Shown \$19.95

VARNEY "HO" TRAIN SETS

GM "AEROTRAIN" SET (20) Gleaming Silver w/Orange Flame Stripes. Includes: GM Aerotrains Loco, 2 Coaches, 2 Gondolas, 2 Freight Cars, 2 Caboose, 2 Illuminated Streamline Passenger Cars, 2 Illuminated Streamline Passenger Cars, 2 Illuminated Streamline Passenger Cars, 2 Illuminated Streamline Passenger Cars. \$19.95

MIGHTY MIDGE FREIGHT SET (26) Includes: Dockside B&O Loco, Gondola, Flat Car, Aerotrains w/2 autos, Caboose and 14 Sections of Snap-Track, Releaser, tool ORDER YOURS FROM AHC! \$25.00

THE RANCHER (190) Includes: Missouri Pacific Diesel "A" Loco, Stock Car w/Ordering Shop, Hopper, Gondola, Caboose, Cattle Pen w/7 Animals, 14 Snap-Track and Releaser. A Real Buy! \$30.00

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New In O

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eight wheel drive motor unit for
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Homes Manufacturing Co. has HO and
and O gauges all wood kits of the
Great Northern station at Edmonds,
Washington. Ultramodern in design.

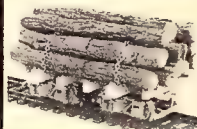
New In TT

New wooden kits from Gandy Dan-
cer with pre-painted and lettered
sides... Also, on the way, imported
all brass tank car with a caboose not
far behind... Looks like an O-6-O
coming from Japan soon, too... The
H. P. line also undergoing continual
improvements.

Other Gauges

All quiet this month... If your favorite
gauge isn't represented, please
don't blame us: News of new items depends
entirely on the alertness of the
manufacturers in the various gauges.

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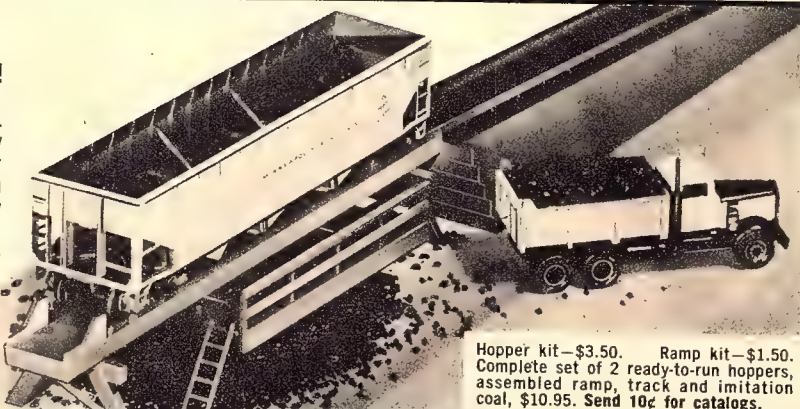
now makes your coal yard automatic!

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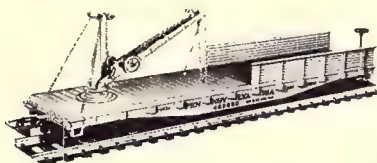
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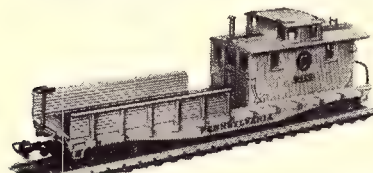
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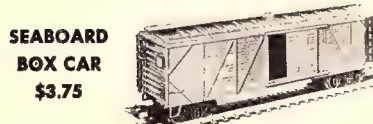
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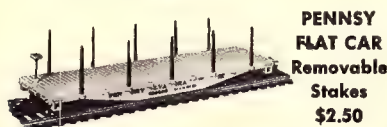
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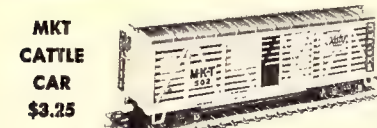
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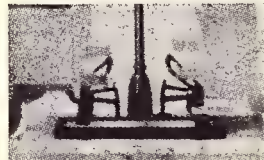
This special loco was designed as a "hand-shake" introduction to the fabulous Rivarossi line.

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NMRA COUPLERS, 35c pr.

Rugged, plastic sprung and mounted on metal shank. Matches all types of NMRA couplers.

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Includes: Polarity Reverse Switch, Insulated Track Sections, Instructions.

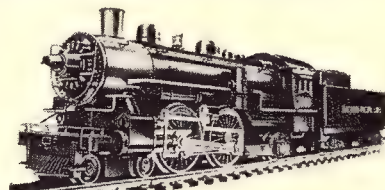
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RIVAROSSI-QUALITY LOCOS

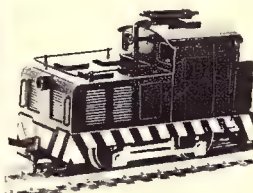
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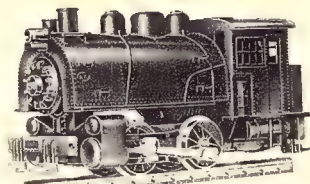


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IN THE SUPER'S OFFICE

The Old Timer

THE Old Timer in this great model railcraft hobby has learned over a period of years that there are many ways of getting a job done. One model railroad acquaintance, dating back to 1939, is once again busily at work on a super model railroad project in O gauge. As superintendent of a large garden apartment project, he is fortunate in having a good sized basement at his disposal, and as long as he keeps the noise down to tolerable levels, the space is his to do with as he likes.

In recent months he has become chummy with a local group of HOers. One might say he had come to their rescue. The HOers at their regular weekly meetings had degenerated into a cake and calorie society, with perhaps an occasional jaunt to the local hobby shop thrown in. With food and things more liquid thrown in, the HOers readily consented to hold some meetings "over at Joe's". For some, it was their first look at O gauge.

The net result is that a group of HOers are becoming increasingly responsible for the good operation of what may in time become one of the finest O gauge 2-rail layouts in Northern New Jersey.

Unfortunately, operation on the HO layouts in question is still in a state of suspension with one exception. All of the HO layouts are large and therein lies the trouble. Extensive maintenance eats up more time than is available to the hobbyists. Besides, there isn't as much hobby value to tracking down a dirty relay than there is in building new cars or even in laying new track.

We rather suspect that if these Old Timers would investigate many of the newer developments in the hobby, that they could cut their maintainance time in half. Cars and engines which continually short out or operate poorly should either be junked or overhauled with brand new parts. Switch machines that don't work should be replaced with newer machines, and if necessary with new switches. Old hand laid track on thin ties can get out of gauge all too easily. Rip it up and replace it with modern sectional track.

And for a final touch, suck up the ten year accumulation of dust and dirt with the vacuum cleaner, and if it takes along some loose parts . . . good. Replace 'em with something new. Get that home pike running and you'll get the fun out of model railcraft that you've been seeking.

Living Room Railroaders

AMERICAN Home Magazine for December features an article by RAILROAD MODEL CRAFTSMAN editor Hal Carstens on "Living Room Railroaders". This will introduce hobby model railroading into 3,200,000 American Homes and, we hope, create many new hobbyists. It's a pleasing thought that the hobby has progressed to the point where even non-hobbyists recognize that it deserves a place in The American Home.

The Penn Building

SEPTEMBER 16th saw the moving vans pull up to the old highway home of RAILROAD MODEL CRAFTSMAN and begin the big job of moving to our new and larger quarters in the Penn Building, on Arch Street, Ramsey, New Jersey.

Since 1940 the attractive single story cottage-like building had served as the editorial, advertising, and circulation offices. Growth of the magazine had previously demanded a new wing. In recent months, despite the summer suspension, it was apparent that our quarters were again becoming inadequate. Rather than add still another wing, it was decided that the highway location, once so convenient, had become a hazard. A continual stream of cars, trucks, and buses were just too much.

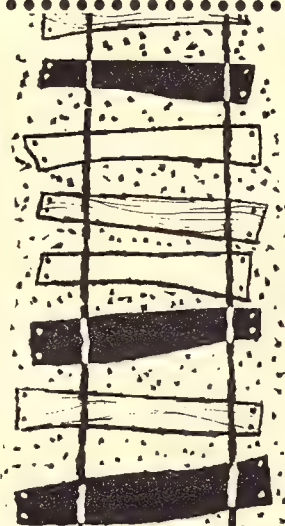
Our new offices are in the heart of Ramsey, just two blocks from the Erie's busy mainline (and station). The staccato air horn reverberations of a passing Erie freight are in delightful contrast to the screeching brakes and sickening thumps heard all too frequently before. Anyway, if we go overboard on Erie material from now on, you'll know why.



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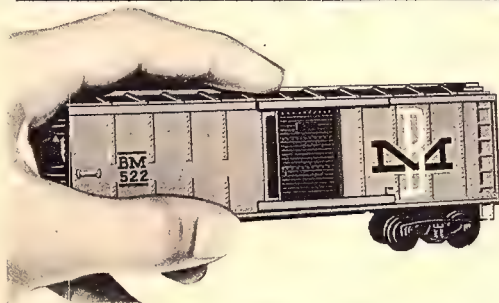
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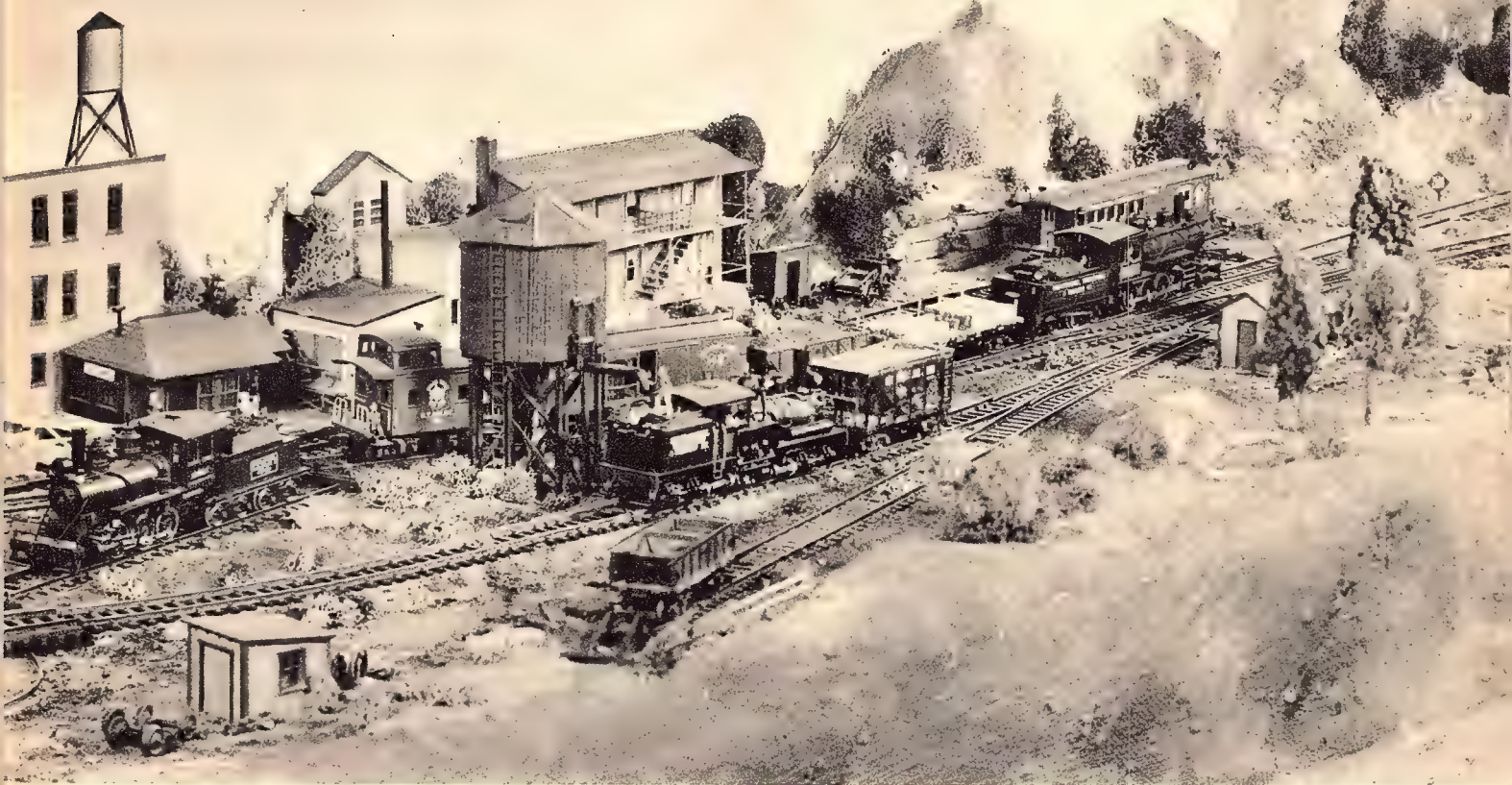
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The work day begins at Turtlepoint with old No. 8 leaving the yards with a light consist, as the ST&W's lone Shay tanks up. The tracks were once narrow gauge, now are standard.

Abandoned mine tippie of Tionesta Typemetal Company is passed by No. 3 on its way to smelter at Rock City. Old gondola rots away on last remnant of NG trackage, an old spurline.

THE Shinglehouse, Turtlepoint & Western Railway Company dates back a few years in model railroad history, and is the result of a marriage between two earlier railroads. The first of these was the HOn3 Venango, Turtlepoint & Tidewater Railway, which extended from those two towns at the locations shown on the layout diagram elsewhere on these pages. The second railroad was the Rock City Electric Railway, which ran from Rock City to Turtlepoint, with dual-gauge trackage from Turtlepoint to the mine at Dismal Diggings. At some later date, around 1955, both of these roads were abandoned and the ST&W took over with two branches reaching out from Turtlepoint to Rock City and Venango. A year or so ago the two branches were joined with a loop.

For the above reasons, any article I would write concerning construction of this layout would consist of one word: **don't!** The yards which served the narrow gauge road so well at Turtlepoint are woefully inadequate for standard gauge, and the space I have available will not permit lengthening. Not that we don't have operation on the ST&W, but trains are limited to two or three cars because of the short

sidings and storage tracks.

Traffic consists chiefly of ore cars and ancient hoppers from the mine at Venango to the smelter at Rock City, and return runs of empties to the mine. Occasionally there is a trainload of typemetal ingots from the smelter to the interchange with another road (mythical) at Turtlepoint. The use of typemetal here fits the general scheme of things and provides the ST&W with the bulk of its traffic. The Tionesta Typemetal Company, which mines the stuff, is busily engaged in working the only known vein of pure typemetal in the East, an invaluable property since, as you know, typemetal is normally an alloy.

Of course, we have traffic other than ore. There is lumber for the mines and for the Venango Valley Lumber Company at Venango, an occasional tank car to the Onyx Oil Co., and box cars of various materials to all industries along the line. The ST&W owns only one passenger car, used on the twice daily run delivering miners and millworkers to and from their jobs. On rare occasions when passenger traffic demands, a mixed train is also put into service. All in all, even with design shortcomings, operation on the pike



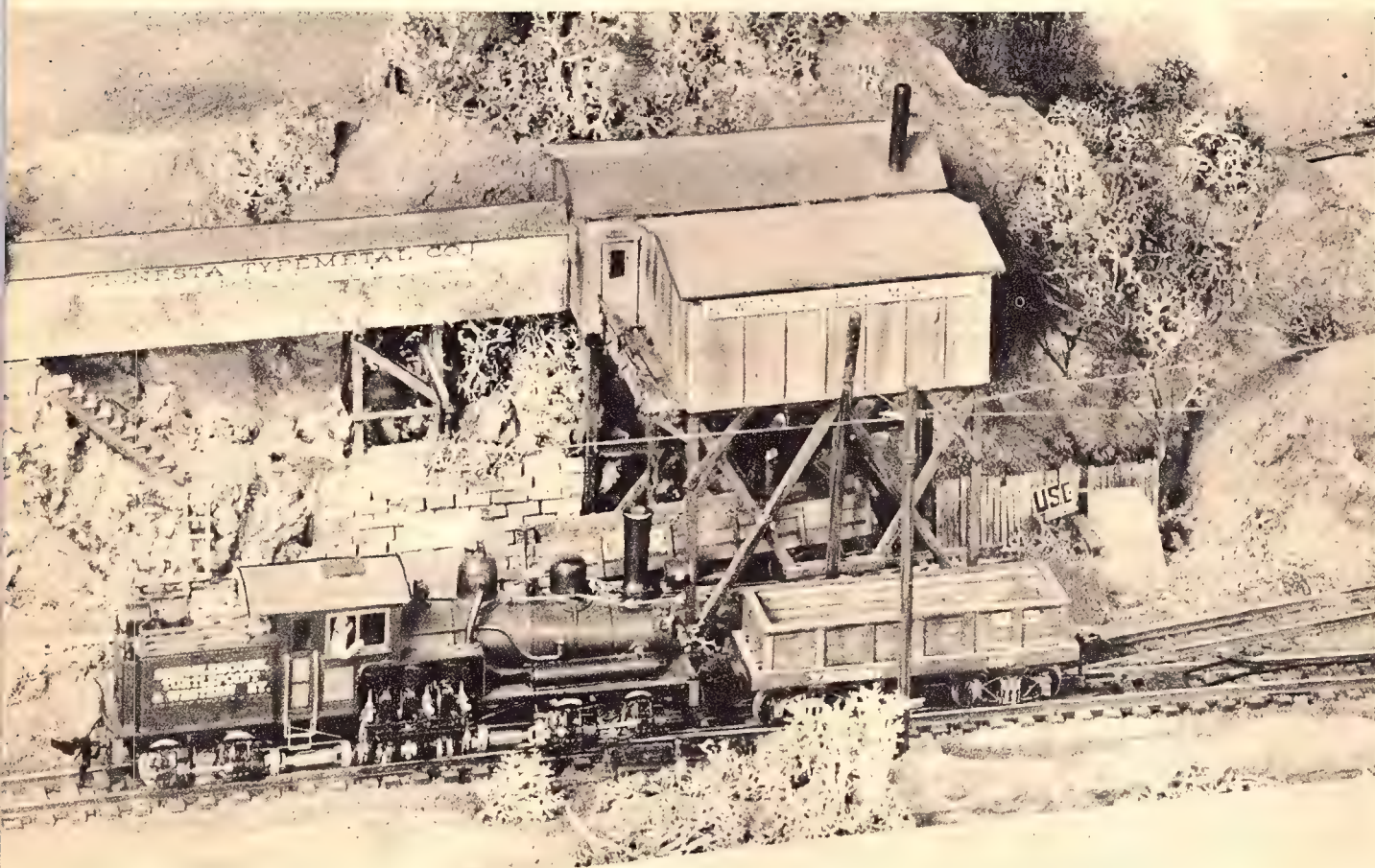
TURTLEPOINT & WESTERN RAILWAY

by Bill Livingston

David H. Martin Photos



Simplicity of design, rugged scenery, and a special grandeur all its own, are but a few of the features on the S. T. & W. that make it our layout of the month.



HO SCALE

SHINGLEHOUSE TURTLEPOINT AND WESTERN RAILWAY CO

ROUTE OF *the* REDSKINS



PASS Hal Carstens

ACCOUNT RMC

GOOD ON ANY TRAIN WHICH HAPPENS TO BE IN
OPERATING CONDITION WHEN THIS PASS IS PRESENTED.

NO. 73

MEMBER NMRA

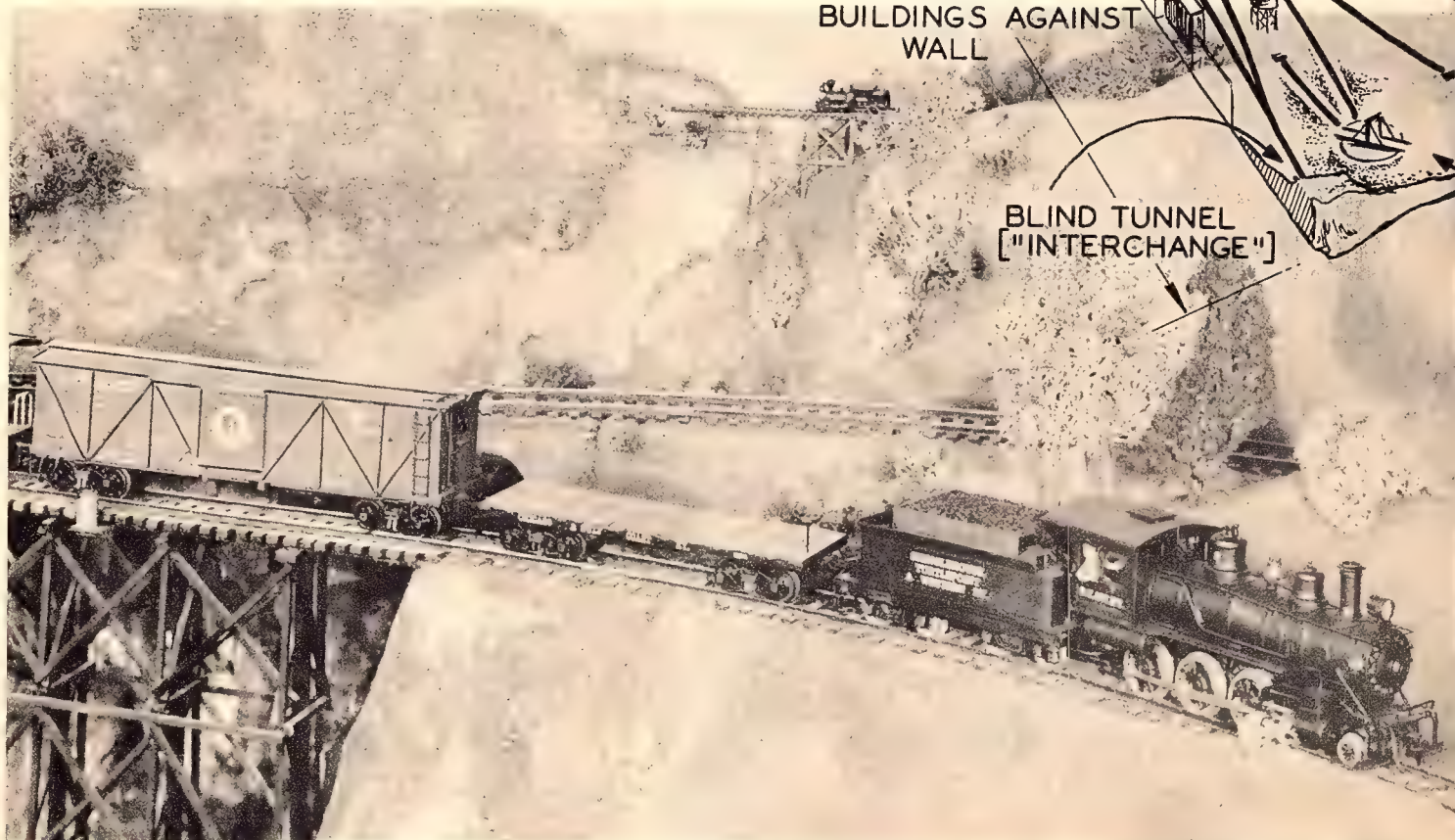
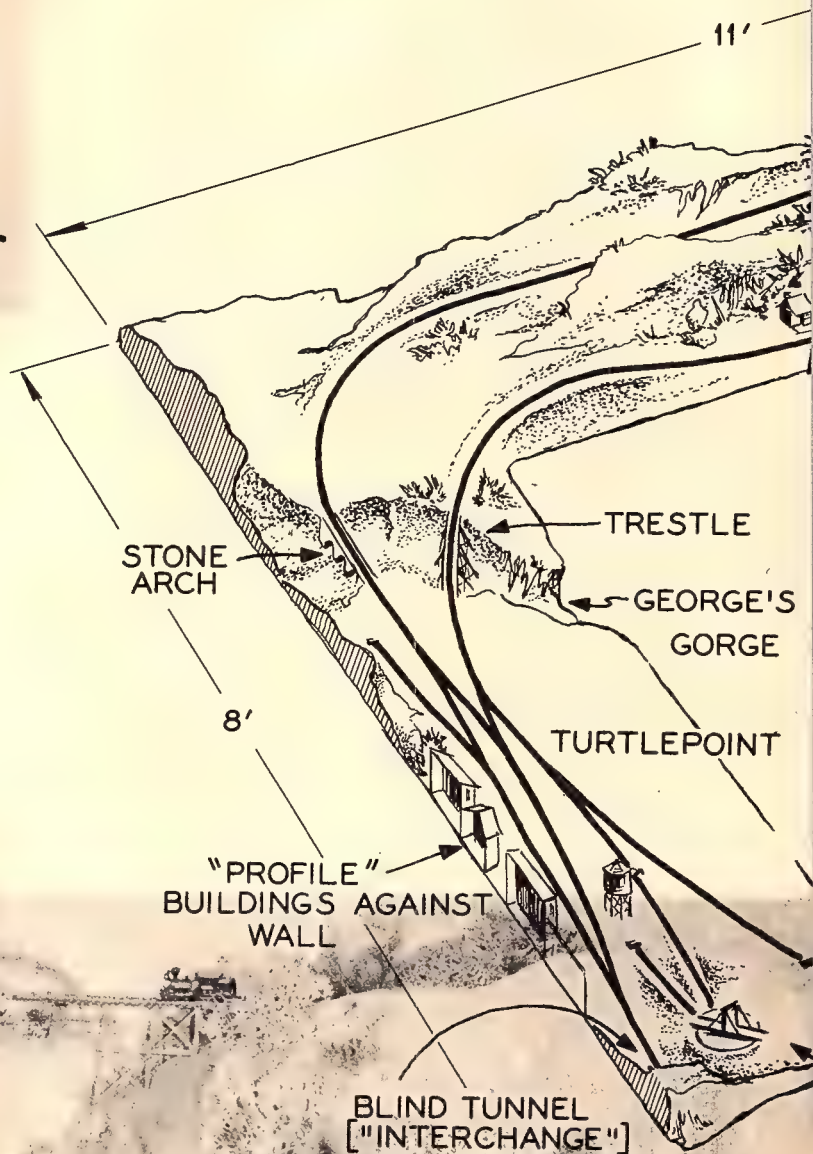
GENERAL MANAGER

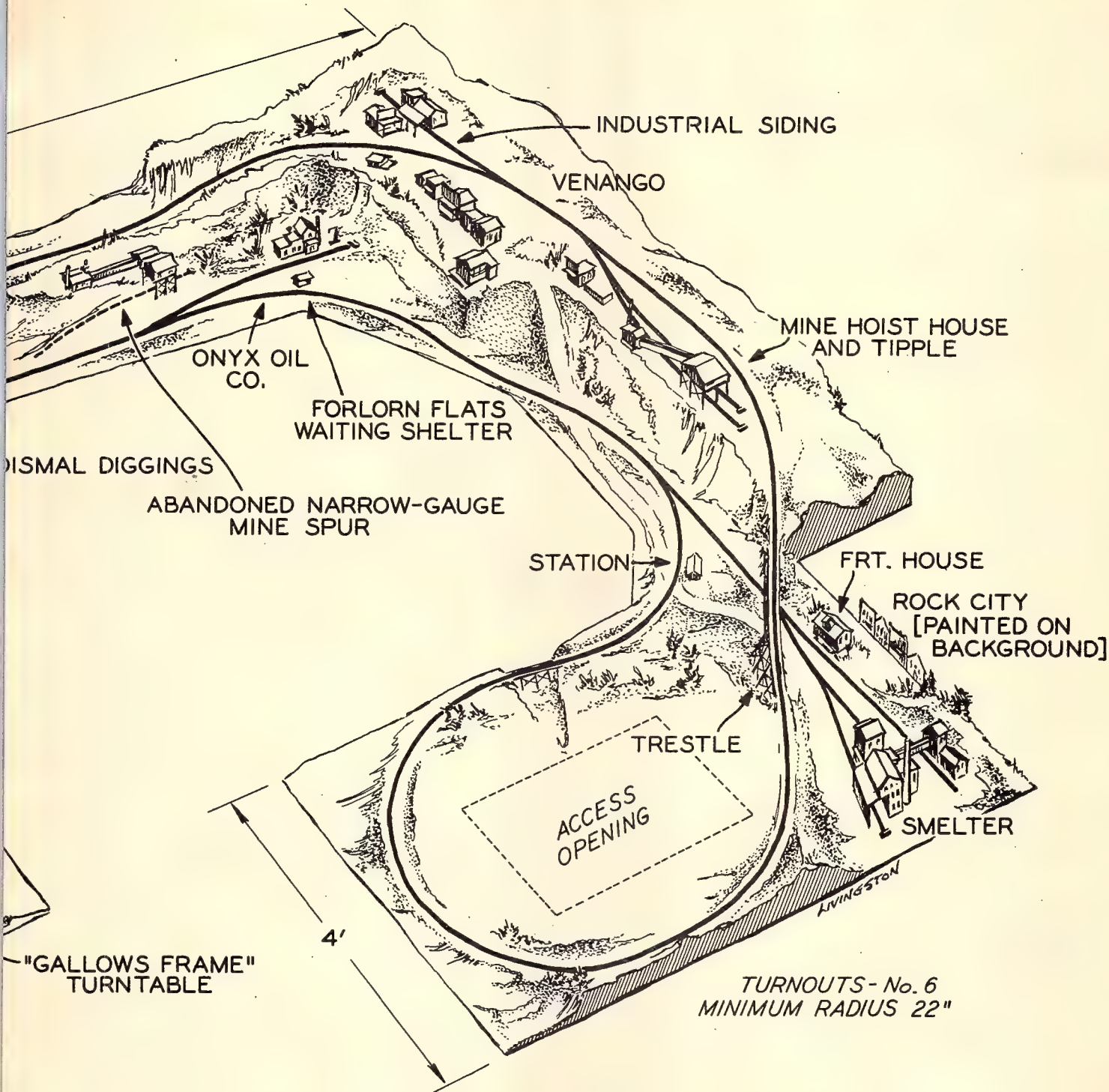
Bill Longmire

One of few luxuries allowed by the ST&W is the distribution of passes to other brass hats, which works out well for the ST&W hierarchy since although other HO lines may be a lot longer, the old ST&W is just as wide a road.

can be a lot of fun.

Construction-wise, the layout follows pretty much the standard methods of construction. Most of the scenery was built using standard window screen covered with plaster, except for the yards at Turtlepoint and Rock City, which are laid on sheets of Homosote (violent cheering from W. Schopp heard in background). I used dime store paint, first pouring off the oil and replacing it with turpentine to get a flat finish. Liberal applications of beach sand from my daughter's sand box, as well as sawdust, were poured onto the wet paint to gain texture, both materials soaking up the color admirably.





**A PICTORIAL MAP OF THE
SHINGLEHOUSE, TURTLEPOINT
& WESTERN RY.
HO GAUGE**

Short freight headed by 4-6-0 No. 9 on its way to Rock City crosses over George's Gorge trestle. In far distance an old cabbage stack heads across another trestle. Arch bar trucks are ST&W standard.

All structures were built from scratch, the majority of them free-lanced to fit the particular site and to give the desired effect (which, in some cases according to my wife, is, down-right corny!) Cars are a mixture of kit and scratchbuilt, with all of the locomotives except one being a United Model. The exception is a scratch built and rather chunky 2-6-0. We hope to add a Heisler in the near future.

The pike is built about 60" from the floor, making it practically eye-level. Controls are orthodox and very sim-

ple, since I am a pure duffer at wiring this stuff. All turnouts are operated by hand, most by various types of commercial ground throw mechanisms. Couplers as you will note from the photos are the NMRA type.

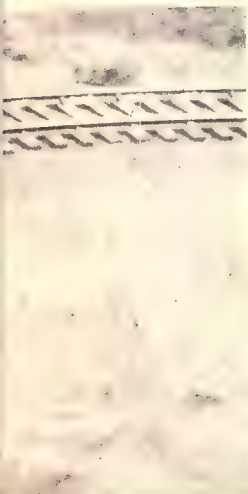
And that is the Shinglehouse, Turtlepoint & Western Railway. What it may lack in operating finesse and intricacy is perhaps made up for to some degree by its completeness and willingness to run whenever the mood strikes. Many larger and more elaborate roads couldn't wish for more. 🚂

▼ Consolidation No. 8 having dropped off caboose and boxcar on main, runs into a spur to pick up a wooden Abbott Refining Company tanker from Onyx Oil & Chemical Company siding near Forlorn Flats.



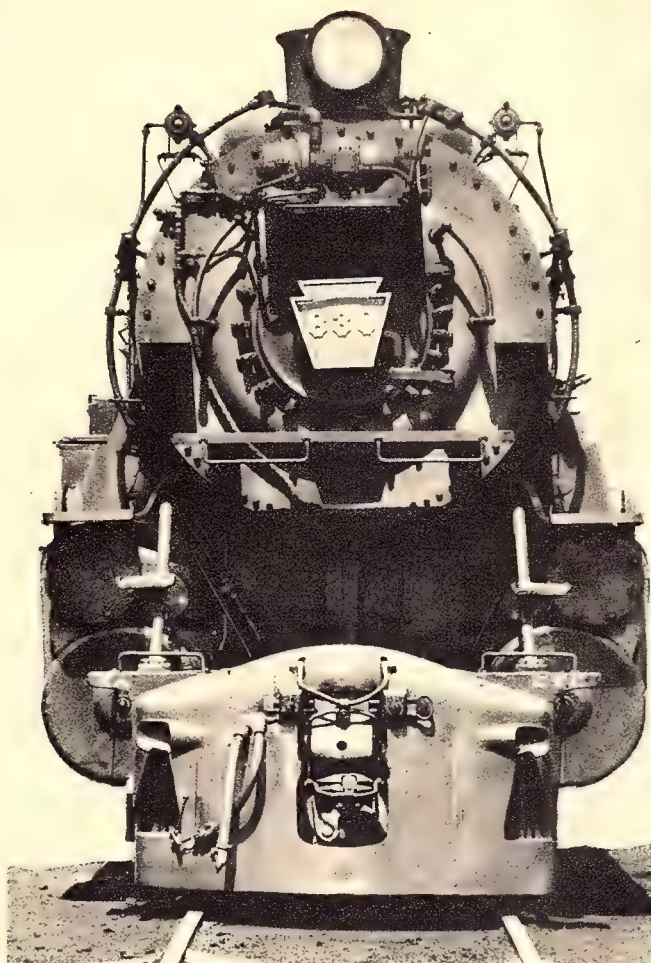


▲ Shay geared loco No. 3 waits on a siding with two carloads of typemetal ingots while the daily freight ambles downhill from Venango Junction. Heavy typemetal loads demand use of slow geared locos.



One car train with Mogul No. 5 on head end is daily Miner's Special.

K-4

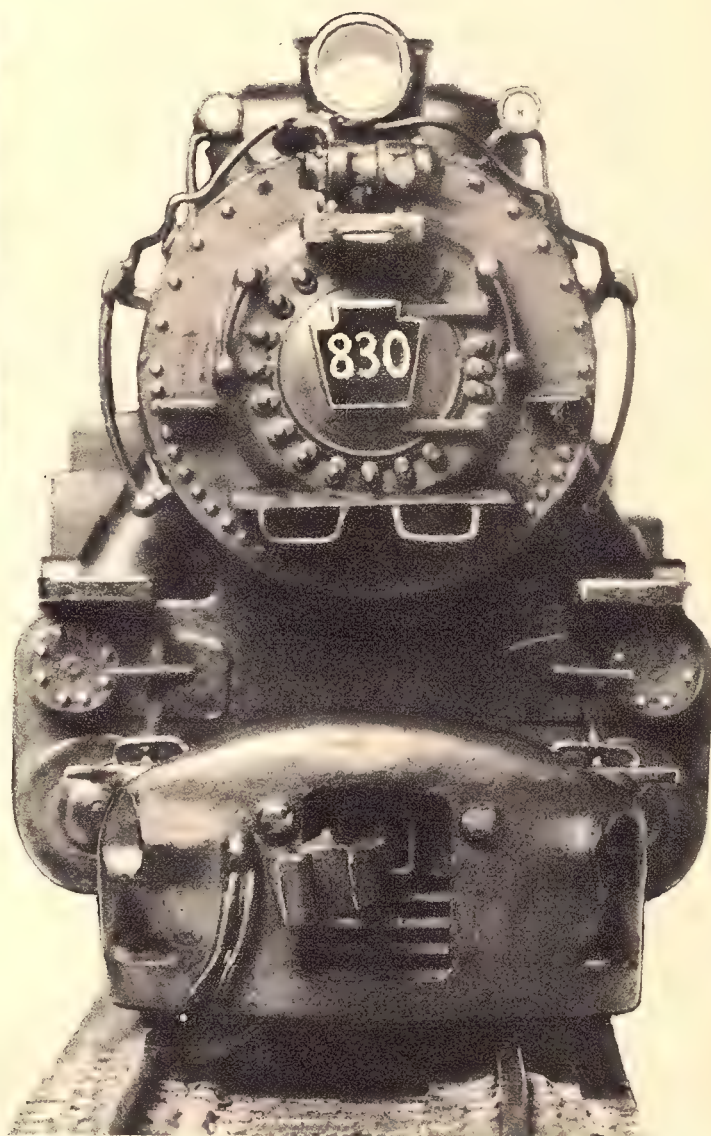


Many details of the K-4s have changed in recent years. Solid pilot, relocated generator, and even new tenders have made the new K-4 considerably different than the K-4 of ten years ago.

Not O gauge but a beautifully detailed HO model blown up to almost three times its original size. Modeler Skean has made many changes over the standard commercially available kit made in HO.

The Pennsy's K-4 locomotives have not looked like the HO model available for many years. The changes have been many. They now have solid pilots made of formed boiler plate, a relocated generator which sits on its own little shelf below the small modern headlight which has been moved back. Electric marker lights are new, there is a wide shelf across the front of the smoke box, and a speedometer has been attached to the right front wheel of the lead trucks. There is a re-located train control box on the right front side, and many new small details such as steam deflectors behind the whistle, cinder deflectors at the rear of cab roof, power bells, and even a small cat walk just below the cab.

Even tenders are varied. I saw four types at Bay Head in one day. I chose the telephone tender for my model because it is the most modern and also the most interesting. I replaced the aluminum coal boards supplied with the HO kit*, making a new one from



For general popularity, no other Pacific type locomotive even approaches the Pennsylvania Railroad's famed K-4s. Some members of the Class are still to be found running out their mileage on far flung parts of the Big Red Subway. Few will ever forget the sleek beauty of the boiler, the distinctive grace of the Belpaire firebox, the red keystone number plate, and the many other points of familiarity. Modeler Sam Skean has taken the HO model of the K-4 and brought it up to date. What he did and how he did it is largely evident in the photographs shown here. Plans of the locomotive, additional pictures, and a brief text are found on the following pages.

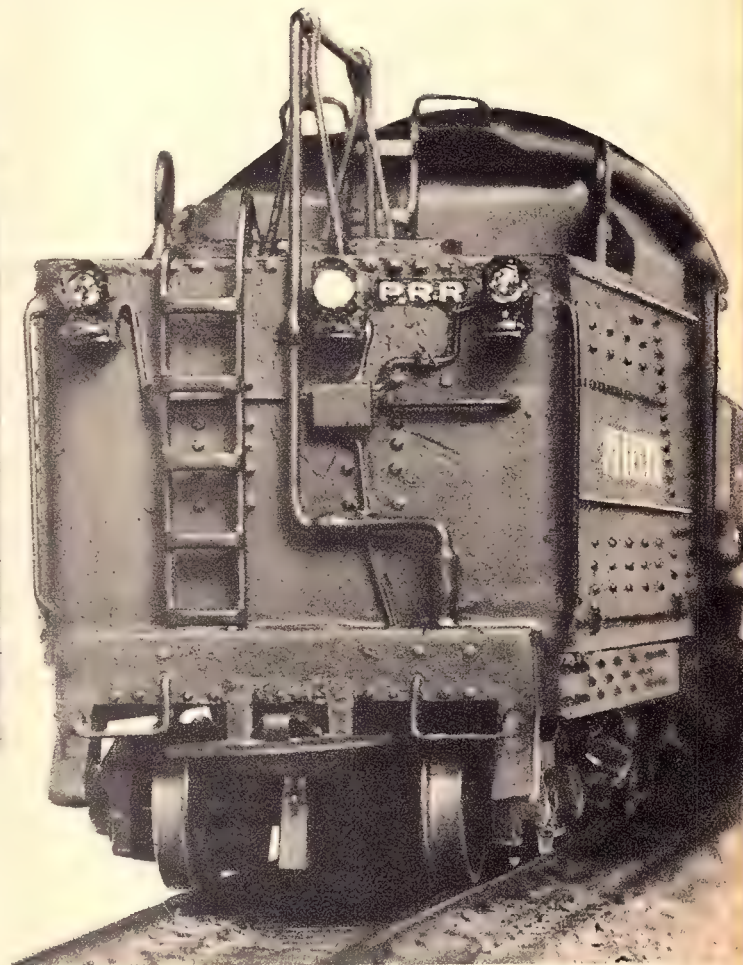
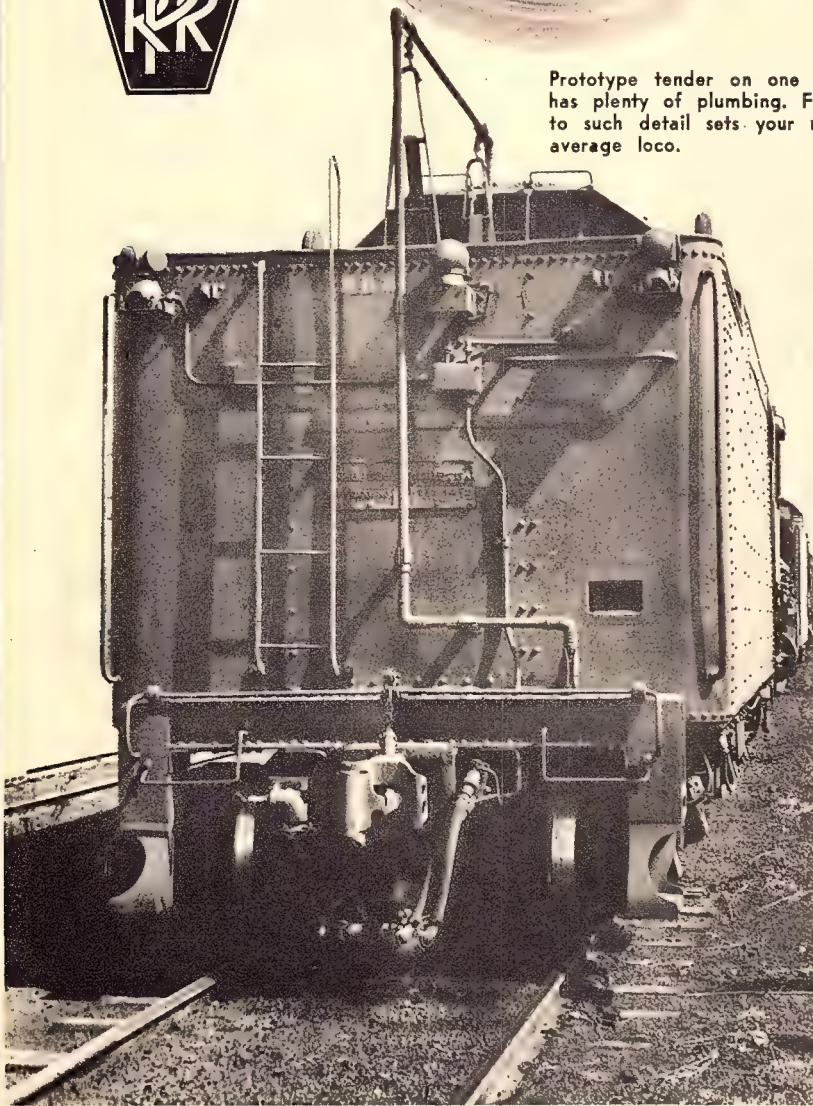
by Samuel Skean

Perfection plus is this fine customized K-4 in HO, adorned in a slick finish with spray paint.



Prototype tender on one recent prototype has plenty of plumbing. Faithful adherence to such detail sets your model above the average loco.

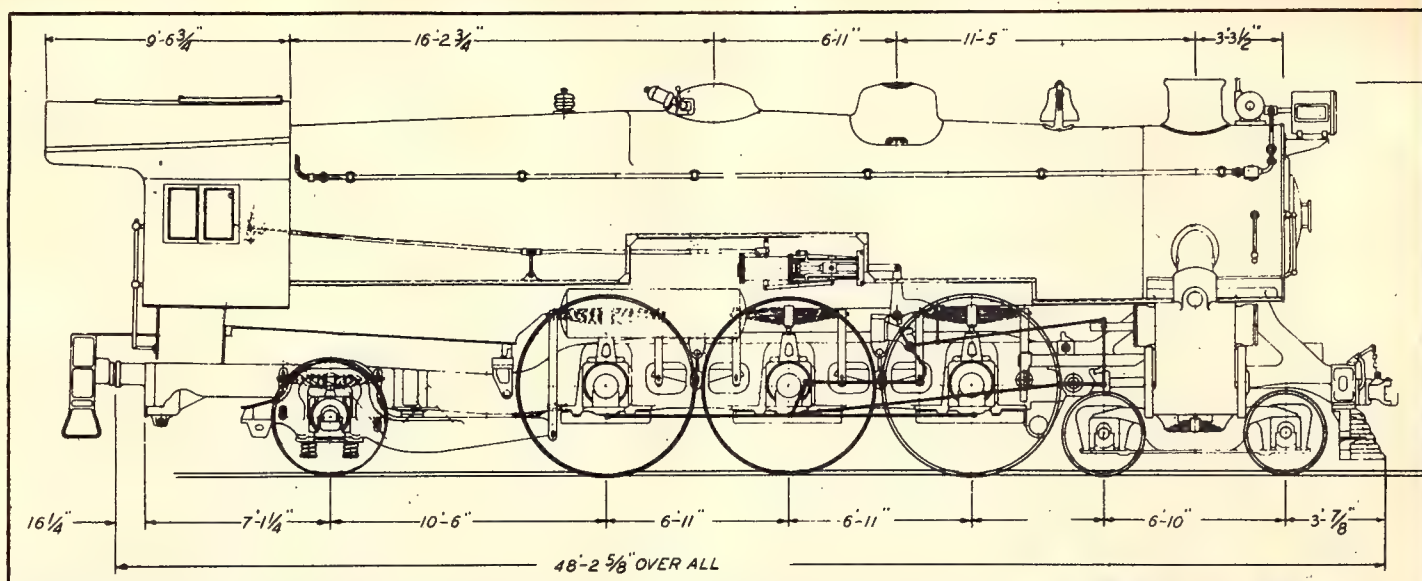
Author Skean's K-4 tender is an accurate reproduction of the prototype. This HO model has been enlarged to almost three times actual size and detail is still clean; mark of a skilled modeler.



sheet brass. A short ladder and two grabs were soldered to the tender rear. Optical screws were used in mounting almost everything that could be hung on the model. I use them for everything and recommend that you do too.

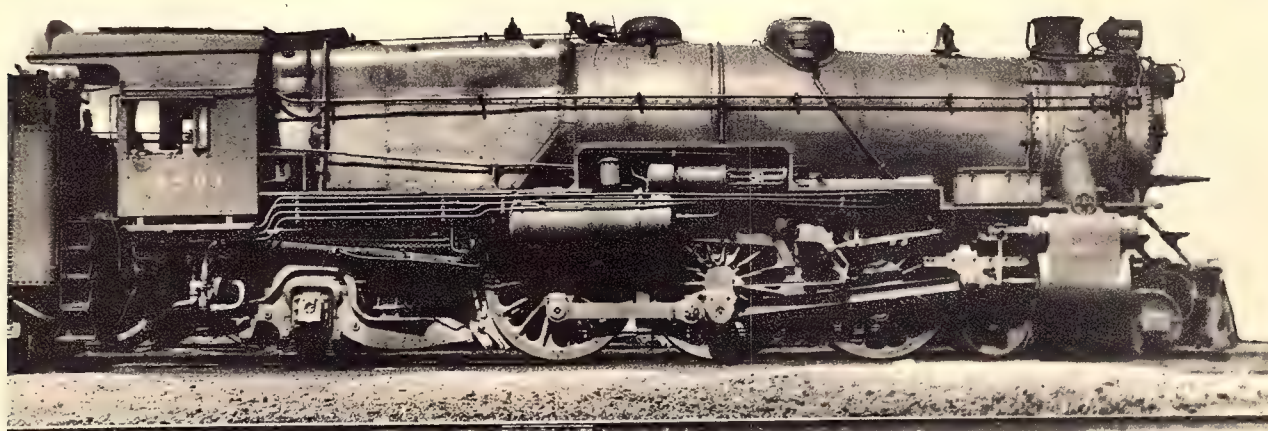
Available from Penn Line.

RAILROAD MODEL CRAFTSMAN



PENNSYLVANIA RAILROAD CLASS K-4S 4-6-2 PACIFIC LOCOMOTIVE

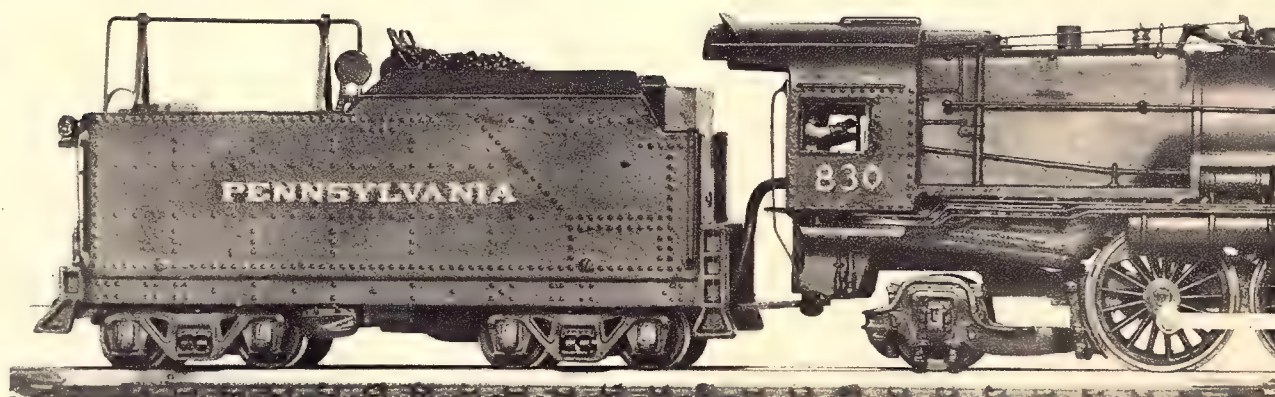
K-4

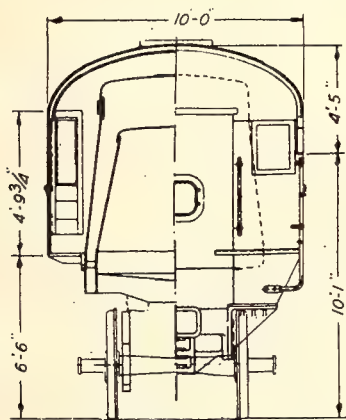


My sond pilot was made by forming light weight sheet brass around the kit pilot. File out the large hole for the coupler and the smaller ones for the steps before wrapping the sheet brass around the front. I held this in place with two optical screws directly alongside the coupler opening. Then a curved strip was placed along the top and soldered to the front strip. I used plenty of solder and rounded it off with files and sandpaper. The dummy air hoses are copper wire soldered in

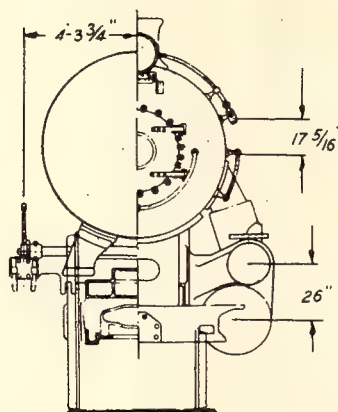
Eng. 3751 poses in the sunlight. Virtually every K-4 has minor variations in position of piping and details, one of the traits making them so popular with locomotive fanciers, as opposed to the eternal sameness of the diesel. Several K-4 locos were once streamlined.

Superdetailed tender on the Skean model shows interesting piping detail and other extras added by author. Certain aspects of model railroad operation make some modification a necessity: longer draw-bars, freer turning trucks, trailing and pony wheels; due to need of operating engines on much sharper radi than does the prototype.





REAR CROSS SECTION
VIEW



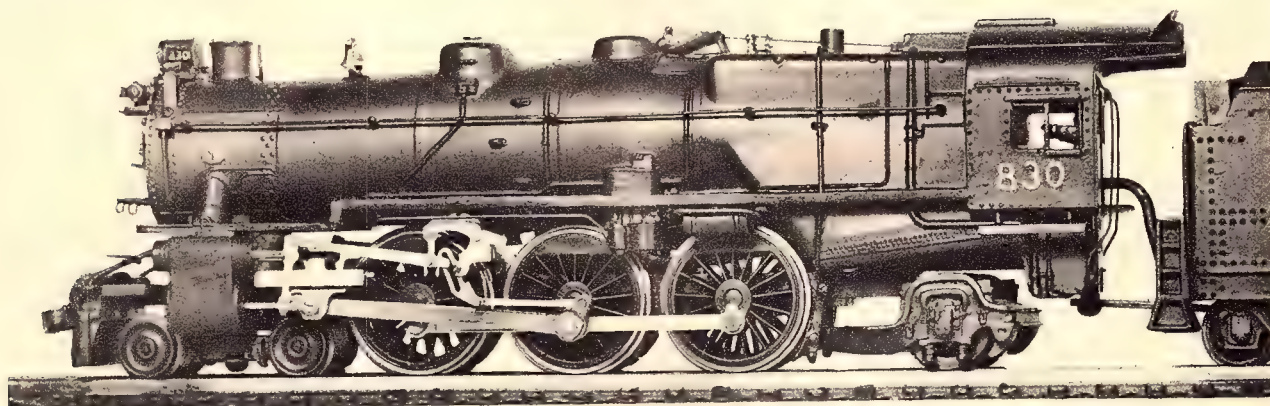
FRONT CROSS SECTION

FULL SIZE HO GAUGE

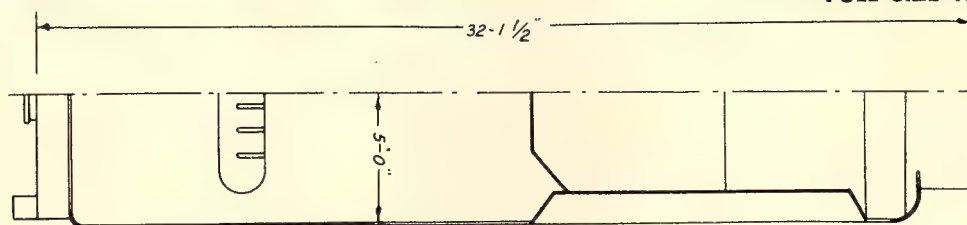
Extra piping and rearranged details show clearly in this view of the engine. View is approximately actual size, as compared to the greatly enlarged front and rear views on previous pages.

place, as were the two grabs. To stiffen the whole assembly, I soldered a piece of brass across the bottom. The whistle and cab deflectors were formed of sheet brass and soldered to optical screws. The small running boards below the cab sides are sheet brass formed into angle irons. Two holes are drilled through them for optical screws. The bottom of the cab is then drilled and tapped, the optical screws inserted through the small running boards, and when adjusted to the proper height, is locked in place with a small drop of solder.

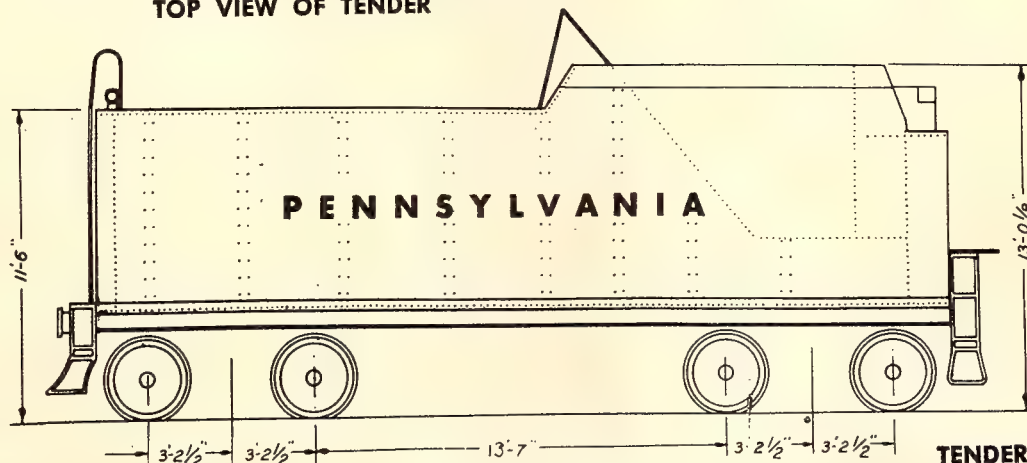
These details do take a little work but the final result makes it all worth while. And my model must be pretty accurate. There haven't been any complaints from the railroad men I showed it to at Bay Head: Engine Hostler Bucky Johnson, JCL engineer Hugh Gallagher, and car inspectors Larry Daniels and Ed Bennet. 🚂



FULL SIZE HO GAUGE

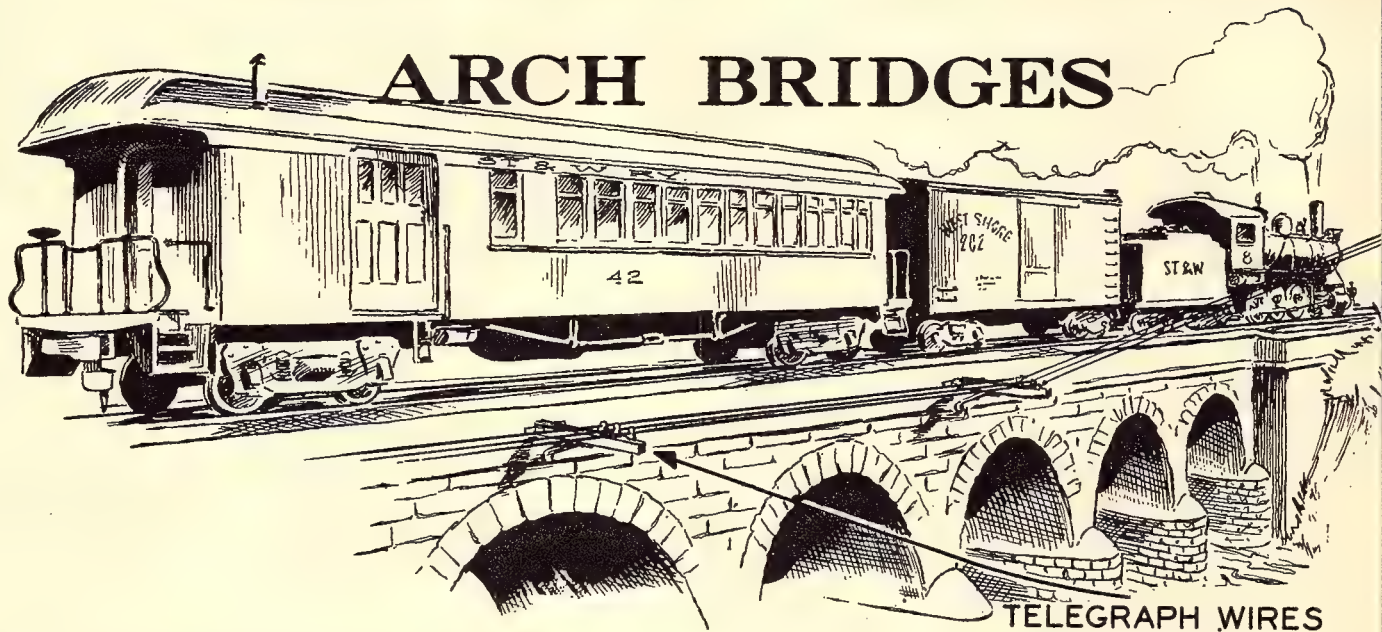


TOP VIEW OF TENDER



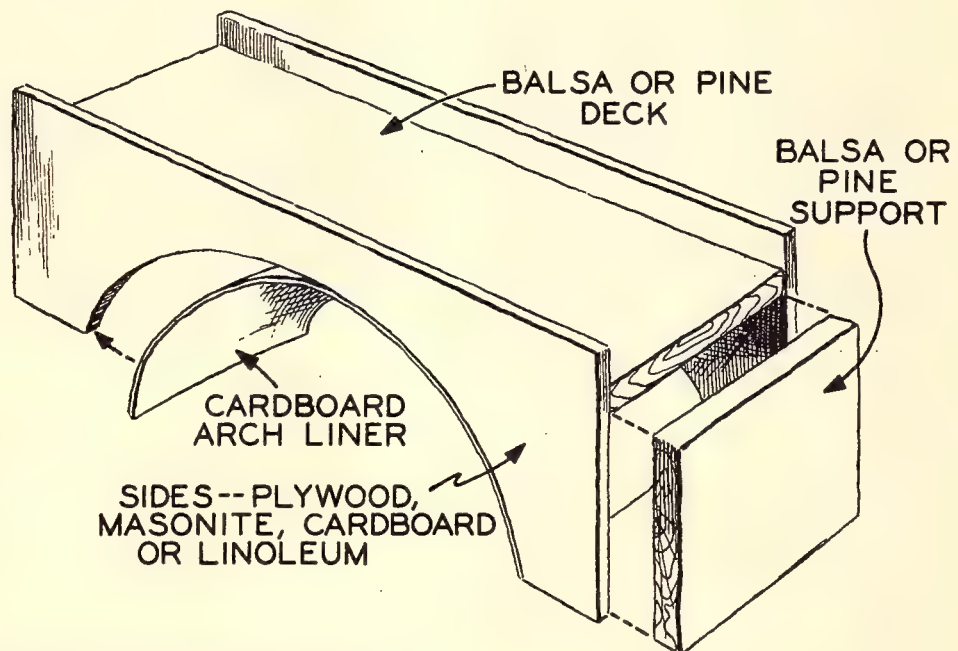
TENDER

ARCH BRIDGES

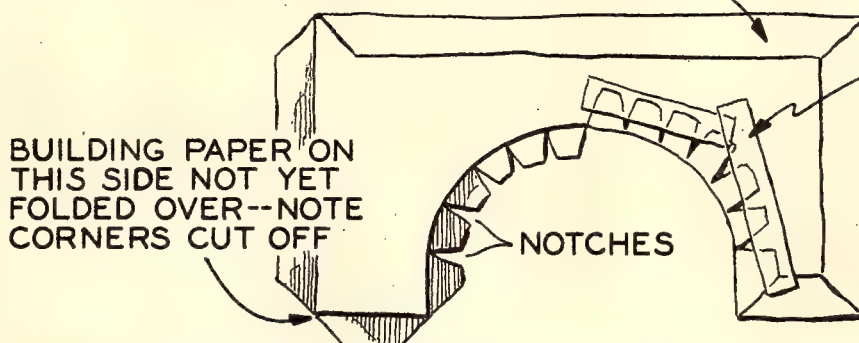


TELEGRAPH WIRES
MAY RUN AT
SIDE OF PIERS

➡ ARCH MAY BE BRICK, STONE
OR CONCRETE ---
STONES MAY BE CARVED ON
LINOLEUM



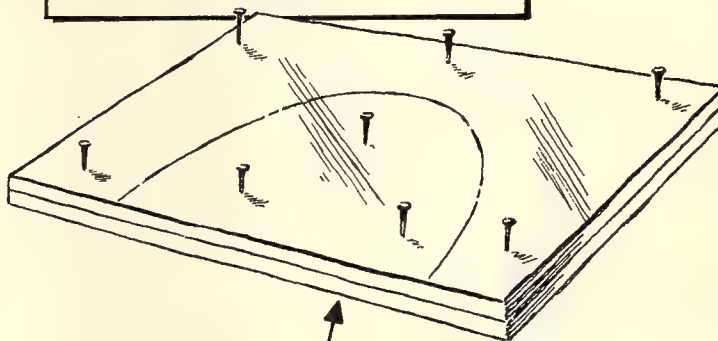
EDGE OF BUILDING PAPER
FOLDED OVER AND CEMENTED



CELLOPHANE TAPE MAY
BE USED INSTEAD OF
CEMENT TO HOLD DOWN
BENT OVER EDGES

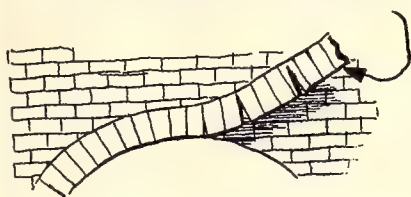
BY BILL LIVINGSTON
AND BILL SCHOPP

ARCH BRIDGE MAY BE BUILT
ON A CURVE---



TO MAKE SIDES OF BRIDGE
UNIFORM, TACK OR CEMENT TOGETHER
THEN CUT OUT WITH JEWELER'S SAW
OR COPING SAW...

STRIP OF BRICK
PAPER NOTCHED ON
BOTTOM TO FORM FASCIA OF ARCH



PENCIL HELD VERTICALLY

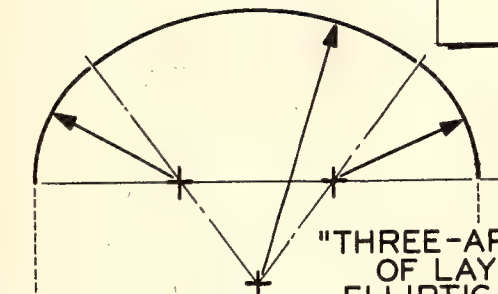
LOOP OF STRING
PINS AT FOCI OF ELLIPSE

HEIGHT OF ARCH
DETERMINED
BY TRIAL AND
ERROR...

CHANGE HEIGHT
BY MOVING
FOCI

WIDTH OF ARCH
DETERMINED BY SITE

LAYING OUT A TRUE ELLIPTICAL ARCH



"THREE-ARC" METHOD
OF LAYING OUT
ELLIPTICAL ARCH...

ASCERTAIN RADII BY TRIAL AND ERROR

DON'T FORGET
GUARD RAILS
ENTIRE LENGTH
OF BRIDGE

FENCE OR RAILING

PARAPET WITH
COPING

ROADBED

TOPS OF PIERS
MAY BE FENCED AS
REFUGES FOR WORKMEN

TOOL
BOX



40 Ft. Stock Car

It's a one way ride for the cows, but stock cars bring home plenty of revenue for your railroad.

IF you'd like to tackle a freight car that's a bit more of a challenge to build than the average, perhaps this stock car will hold interest for you.

You'll find stock cars (the tinplaters have always preferred the term cattle car) on the rosters of virtually every good sized road, and in every part of North America. Usually they come in the 40 foot length these days but you'll still see some 36 footers on occasion. Some stock cars even have two decks and are used for smaller animals than cattle. As with double decked commuter cars, they can pack twice as many in that way.

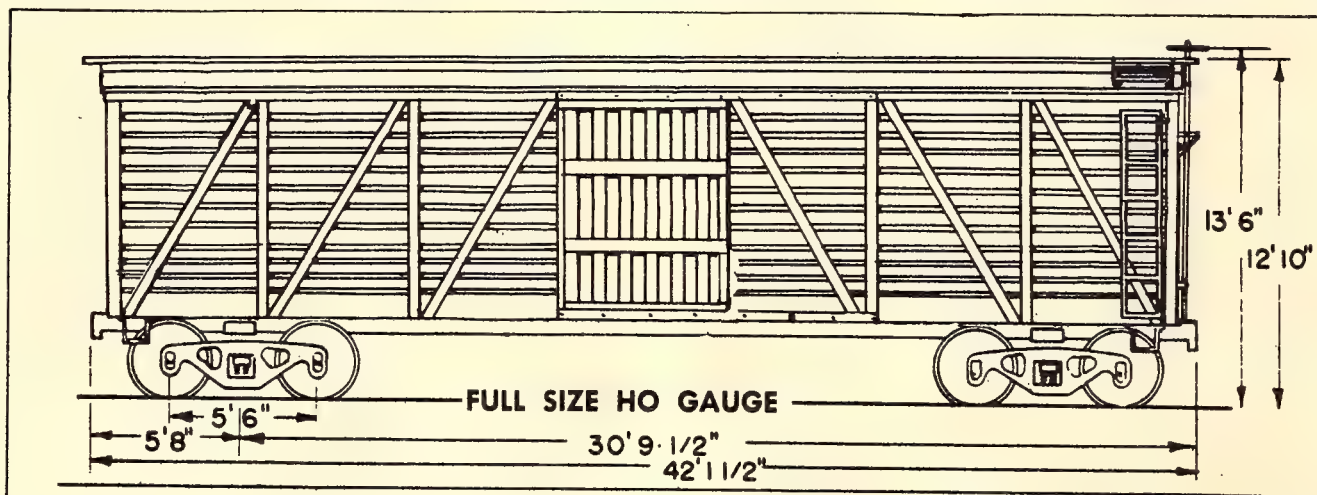
The 40 foot stock car shown in the plan here is a standard type of car and

except for minor variations in small details, can be lettered for almost every railroad having such cars. You'll find the variations are mostly in such things as number of slats per side, type of door, size and location of letter boards, and trucks. If you have a good picture of stock cars on your favorite road, you can change these details as you go.

The plans are presented full size for HO gauge but once again our model has been built to O gauge quarter inch scale. If you want to build the car in any gauge other than HO gauge, may we suggest you have a photostat made locally to the exact size you require. Cost for photostats is nominal.

The Body

The body of the car is as good a place to start as any and consists of a roof, a floor, and two ends. If you perhaps have an old box car body gathering dust somewhere, by all means use it and save the time. Otherwise you can buy the required wood parts (roof and floor section) for your specific gauge from your local dealer. In HO and TT, its no trick at all to cut the wood accurately to the exact size required. Do your cutting with a razor saw and a **Miter Jr.** In the larger gauges rule off the parts with a triangle or T square and cut with your razor saw by eye. Or better yet, use





NYC stock car 23400 is made entirely of wood except for end sills, underframe and small metal fittings. Plans below are full size HO but model shown at left is O gauge. Doors actually slide on runners.

the larger gauges (O and S) and $\frac{1}{16}$ " in the smaller gauges (OO, HO, TT). Use $\frac{1}{32}$ " thick scribed wood. The best way to apply this veneer is to give both the end and the scribed wood a thin even coating of cement and then press together, pressing firmly until dry. Apply bracing as shown in plan.

Wooden roofwalk was used on this car, mounted to 12 supports. The roofwalk can be made from 3 strips of $\frac{1}{8}$ " x $\frac{1}{32}$ " stock in O gauge or from commercial roofwalk strip for your gauge. Ditto the end walks.

The underbody detail was kept relatively simple for several reasons. In the first place, this car was built to be operated and hence the time spent on lavish underbody detail would be pretty much spent for nothing. Secondly, since the car was made to operate, the feeling was strong that overdue attention to inclusion of myriads of tiny underbody parts would result only in their rapid destruction during the course of operation. Thirdly, we were a bit on the lazy side and the first two arguments has us convinced anyway. Should you want more detail than the conventional airbrake system and underframe, check the **RMC Rolling Stock Manual**.

We used a commercial cast metal underframe in our car which adds plenty of weight. While we have seen light cars operate and operate well, we still think that a bit of weight in cars makes them operate still better. Metal underframes are available for most gauges. You can also use wooden channel, also available at your dealers. A standard brake system can also be picked up at your dealer and attached to the underside of the car.

The Sides

Wood strips are used to make the sides. In HO take your measurements directly from the plans. In O gauge, the bottom strip is $\frac{1}{4}$ " wide and the other slats are $\frac{1}{8}$ " wide. Regardless of gauge, make the slats $\frac{1}{32}$ " strip wood as anything thinner wouldn't have enough strength. Pin the strips to the plan in much the same manner as you might once have built up flying model airplanes (be careful not to split the slats). The braces on the model are $\frac{1}{16}$ " square strips but if we had it to do over again we'd make use of the Z strips now available since they look much better. These are available in both wood and in plastic or metal with rivet detail. Don't worry if your slats aren't perfectly uniform. The doors are built up in the same manner as the sides and are made to slide in metal door runners. Cast metal stock car doors are also available but we made ours from wood.

The boards to which the decals are attached will vary in size and position from road to road. These are applied later, after the car is painted. The remaining detail can now be applied. Add the two end sills, brake wheel, side and end ladders, side and end grab irons, and steps.

Virtually all stock cars are painted tuscan or box car red, although you'll find one occasionally in yellow, gray, or even black. Paint both inside and out, using spray if you can, although a careful brush job will look just as good. Paint the entire car tuscan, including the underbody and truck frames. If the truck wheels are brass, paint the wheels except for the flanges.

On the inside of the car, especially on the floor, brush on some streaks of thin white wash, and let it streak out of the doors just a trifle. Bits of straw colored weed can also be strewn on the floor and be cemented in place. You can also throw in a few animals but glue them in place too so they won't fall. Cattle of various kinds, sheep or pigs are all good lading. Sometimes stock cars are loaded with watermelons or certain other vegetables, during the harvesting seasons on certain roads when box cars are scarce.

New York Central decals were used on this car, the boards being painted and lettered before being attached to the sides. A decal solvent was used to hold the decals firmly in place.

Stock cars are extremely interesting cars because they are relatively scarce as models. This has been especially true in the past when all models had to be built up by the slat-by-slat method and many modelers felt that it was beyond their ability. More recently, the advent of both cast metal stock car kits, and plastic ready to run stock cars has made them more readily available to the hobbyist. Nevertheless, it is fun to build your own and you'll get an even greater kick out of being able to run a stock car train of perhaps 10 or even 15 home built stock cars, lettered for as many roads as you desire.

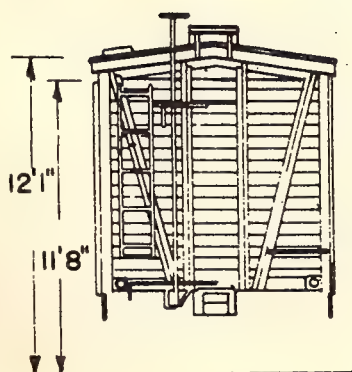
Somehow in the stock car you can still conjure up visions of the earlier days of railroading when the West was young. It was the ability of the railroads, with their stock cars, to transport cattle to the large Eastern markets.

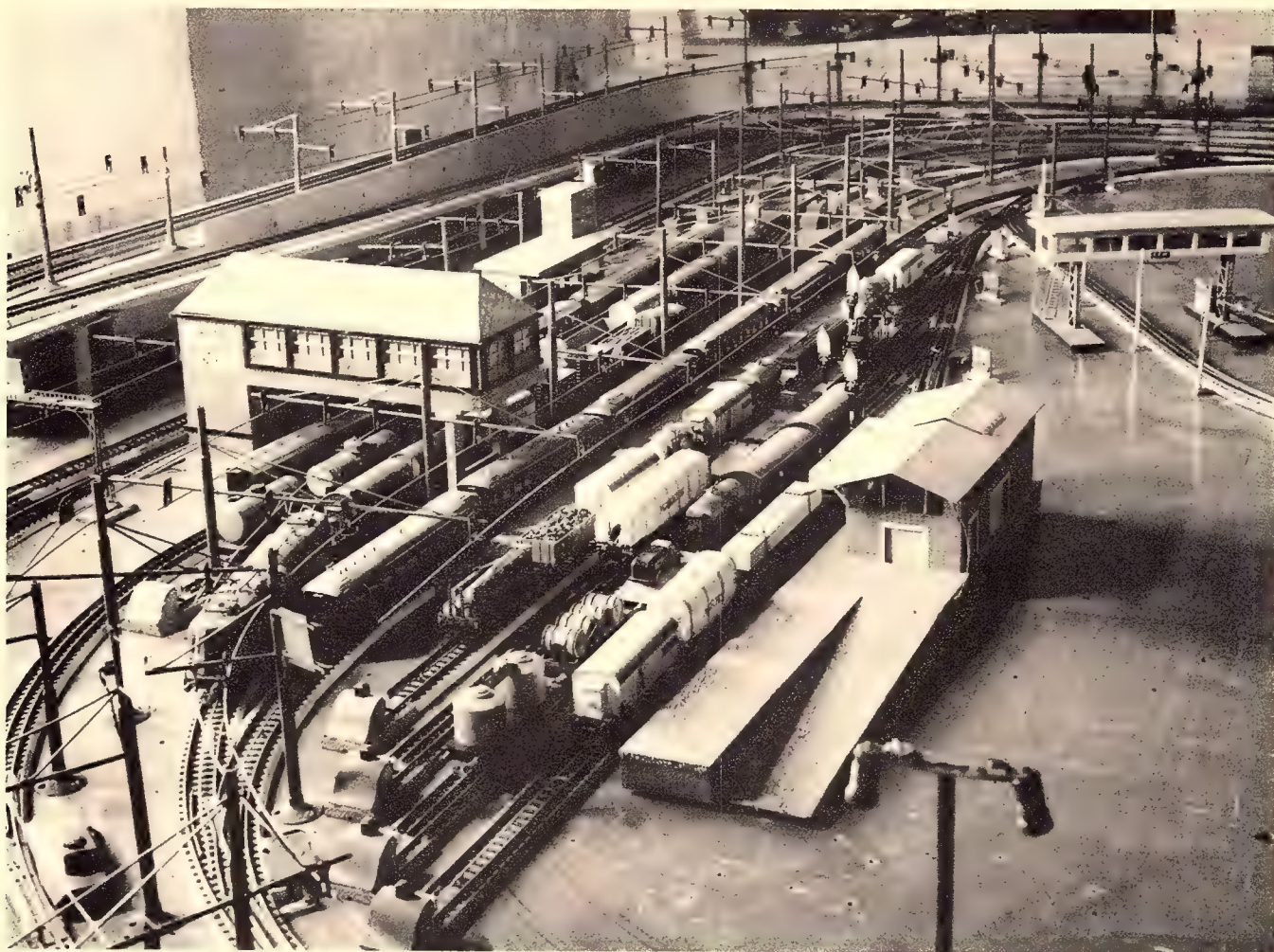
On the home layout, stock cars can be used to transport animals from the stock pens at one corner of the layout, to the meat packing plant at the other end of the line. Its a one way trip for the animals but as long as it brings in revenue for your pike, and steak for the Little People we won't feel too bad.

a circular saw if you have one available. We picked up a small second hand one once for \$20, complete with motor. It was well worth the investment.

Assemble the body parts and in addition to cementing the various parts together, make the assembly even more secure by addition of some brads (escutcheon pins are fine in HO and TT) driven through the roof and floor into the ends. You might want to scribe the inside floor of the car before putting the body together. Alternately, you could also cement a very thin sheet of scribed wood to the inside floor, the scribing going the width of the car.

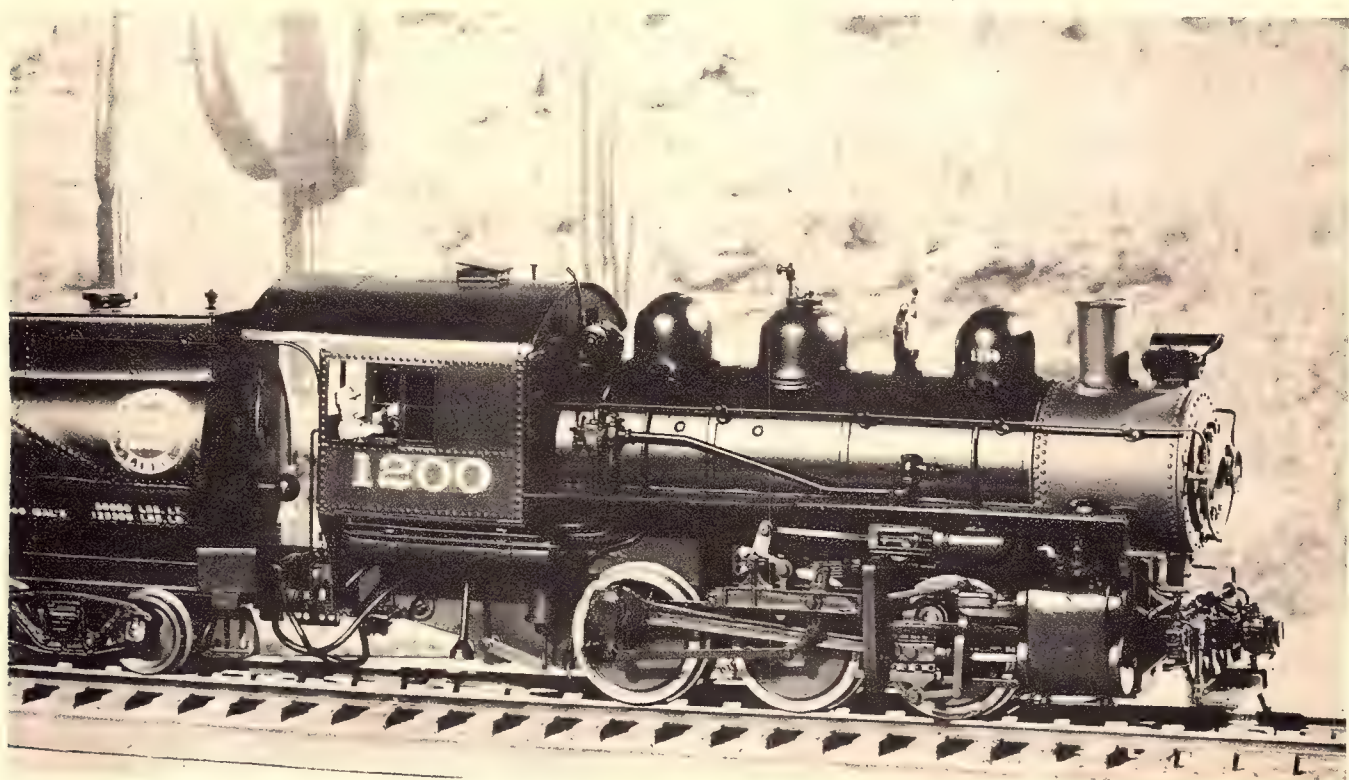
The ends of the car are now covered with scribed sheathing applied horizontally. The scribing should be $\frac{1}{8}$ " in



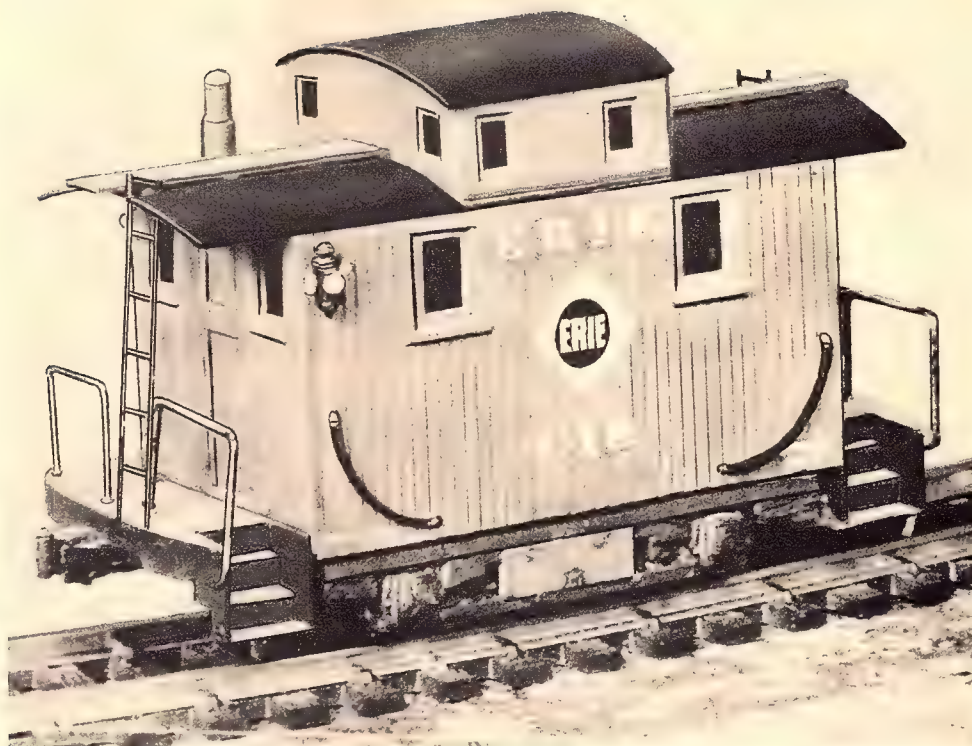


Italian HO goes in heavily for ready-to-run and this scene is typical. Built by Medici Roberto, Via S. Caula 49, Modena, Italy; this HO pike operates on 18v. AC from either inside 3rd or overhead pickup. Mixed European made equipment is used on the road.

0-6-0 Espee switcher built by Dr. J. E. Andes, built from a Lobaugh kit with much added detail. Especially striking is the extreme cleanliness of the model, obviously the work of a real railcrafter.



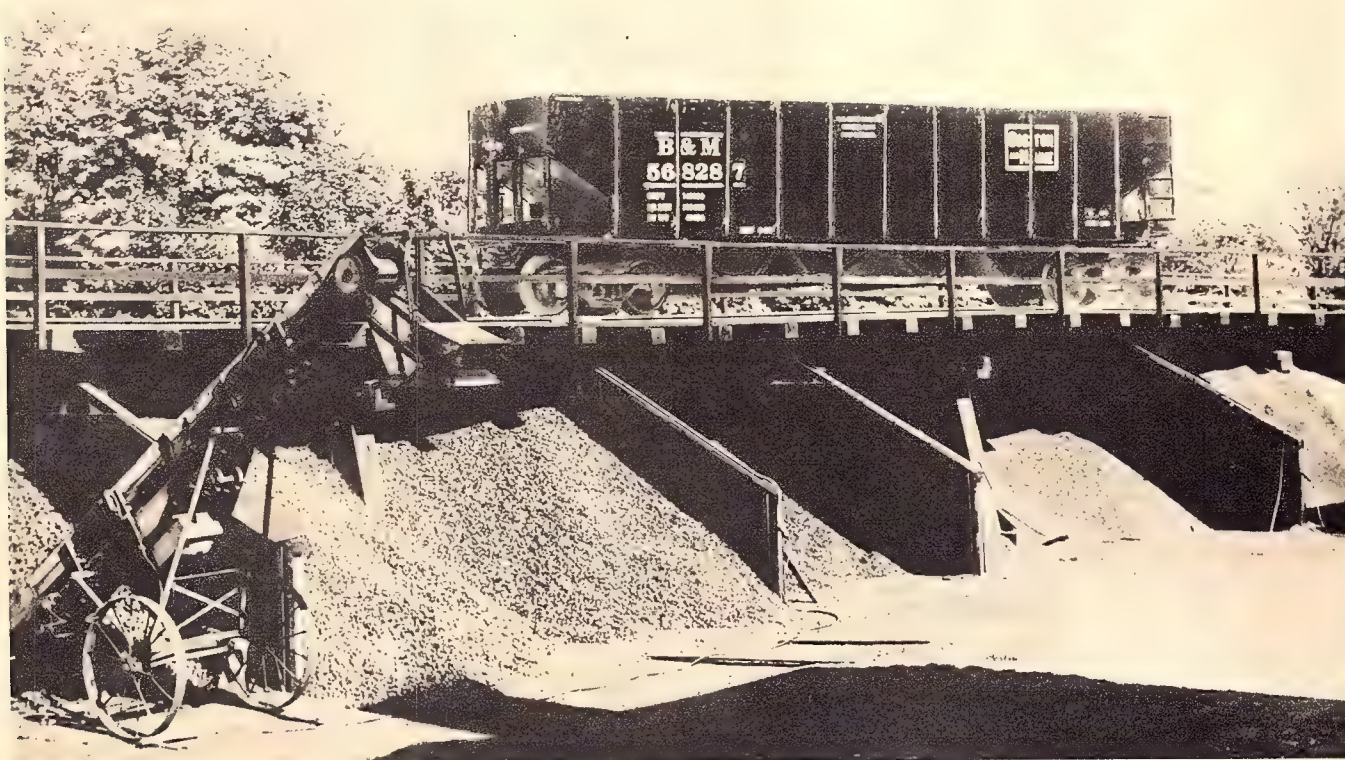
**YOUR MODELS OR
LAYOUT BETTER
THAN THESE? \$5
OR BETTER FOR ANY
PIX USED HERE.
RMC, RAMSEY, N. J.**



Charles Lenge, 33 C St., Andrews Blvd., Clifton, N. J., built this single truck HO caboose from plans appearing in the RMC Rolling Stock Manual. Car body was made of scribed wood with the steps of bristol board. A single Model Die Casting passenger car truck was modified to make the caboose truck. Prototype is Reading Company.

ALONG THE BOOMER TRAIL

An O gauge hopper car model on top of a coal trestle in a local lumber yard. A bit of trick photography sent in by Don Sadler of 82 Florence St., Green Ridge, Pa. A friend of his took the photo.



RAILROAD MODEL CRAFTSMAN

report on RIVAROSSİ HO

VIRTUALLY all of the foreign manufacturers of ready-to-run train sets have a line of American style equipment. It can be expected that foreign made HO R-T-R equipment will garner a portion of the train market, especially train sets sold through toy channels. Countries now producing American equipment to NMRA standards include Germany, Great Britain, Japan, and Italy. Additional train sets of European prototype being imported are also coming from France, Switzerland, Denmark, and several other countries.

Rivarossi is one of the larger European manufacturers with an ultra-modern plant in Northern Italy. In addition to producing a complete line of Italian and Continental type trains, they also have an extensive and growing lineup of strictly Statewide items.

The Italian type trains are typical of units found on the Italian State Railways, and include sleek motor

trains, tiny four wheeled goods vans, and speedy multiple-unit electric cars. All of these are available for operation on track and power designed to NMRA standards.

The line of American style trains will of course interest most of our readers. Best known locomotive is the Fairbanks-Morse cab unit available in lettering for five different railroads: Southern Pacific, Western Pacific,

Monon, Texas & Pacific, and Chicago & North Western. The entire body shell is molded in tough plastic with excellent rivet and other detail. The power developed by the motor unit with only the four wheel drives is excellent, comparing favorably with many similar diesels having eight wheel drive. The 12 volt permag motor drew about 1 amp. under RMC tests.

The high degree of traction is due to the use of plastic bands on the driving wheels. Couplers are truck mounted and the unit negotiates a 15 inch radius curve with ease. It should be noted that the F-M diesels are not in actual use on all of the five lines for which Rivarossi letters them, which may disturb purists somewhat. On the other hand, New York Central, Pennsy, and fans of other roads which do use them can repaint these locomotives without much difficulty.

We also checked out an Espee Atlantic, a high wheeled rascal that moves fast. Again, most of the superstructure, wheels, tender, and other parts are molded in plastic. Fittings such as side-rods, handrail stanchions, and bell are turned or stamped of metal. Silk screen lettering in white stands out sharply and the smokebox is grey spray-painted. No coupler is provided for the pilot but a standard Rivarossi coupler is mounted on the tender. The headlight operates. This same locomotive is also manufactured with modifications making it suitable for Continental use, with buffers, no pilot or bell, European style headlights, and spoked tender wheels. Quite a different looking engine.

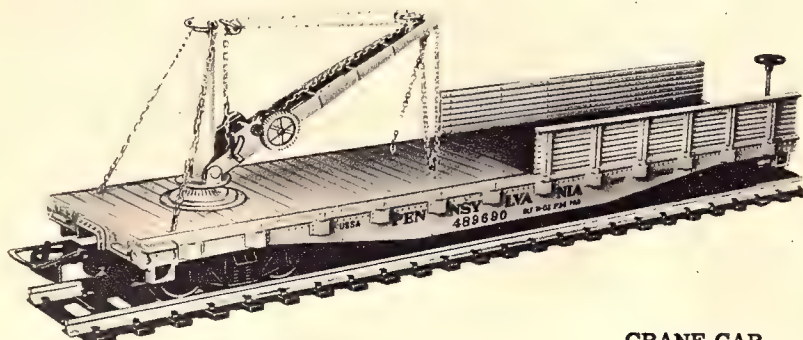
There are several other American style locos in the line, including a B&O 0-4-0 saddle tank switcher. Construction is the same as the Atlantic and includes headlight and valve gear. Other engines include an 0-6-0 saddle tank with interesting lines. This is also a revamped Italian old timer but very much like old time American saddle tanks operated in back woods areas or waterfront wharf switching. A small four wheeled diesel switcher is also available and a new Consolidation will be available this fall.

Freight Cars

Freight cars are not unlike the average plastic molded car manufactured in this country. Detail is generally very fine and lettering sharp and clear.



Special electrical components permit rapid setting up, make electrical work almost foolproof. All wires and plugs are specially color coded.



CRANE CAR

Cars are molded in plastic, have sharp clear lettering. Trucks are sprung. Rivarossi couplers are shown, but NMRA type is also available.



Milwaukee Road Hiawatha Atlantic plans were presented in Oct. '57 RMC. Rivarossi version is accurate. Streamlined cars are of modified Italian design, bear close resemblance to lightweight CMS&P&P cars.

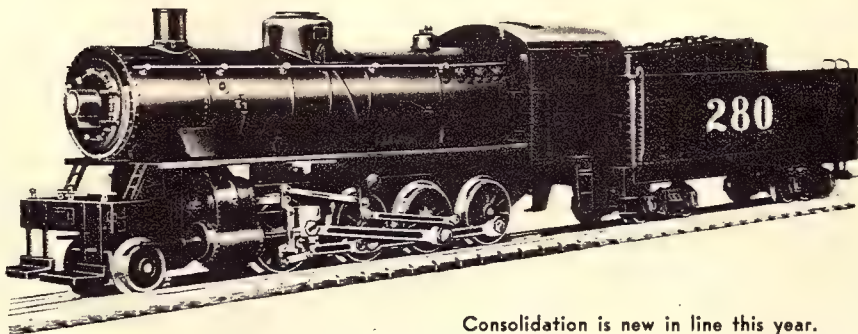
As is often the case with plastic cars, they are light and we would recommend a bit of extra weight, especially on the flat car. Even so, in several evenings of test operation, there were remarkably few derailments and most of those occurred in backing up through switches. Trucks are sprung and smooth rolling.

The Rivarossi coupler is of the hook and loop type and will couple manually with the Mantua coupler. The coupler is of proven design and works well. Rivarossi will, however, also make their trains and cars available with the NMRA type coupler for those who would prefer it. Rivarossi cars are quickly changed from one style coupler to the other. The freight cars have a built in coupler pocket which will accept any standard shank coupler. This pocket is not used since the cars now come through with truck mounted couplers. Coupler conversion kits are also available.

Rivarossi track is a system in itself. Track uses nickel silver rail mounted on heavy black fiber tie strip, and connects easily with American made Snap Track, or any standard HO track. Switches come manual or with switch machines mounted and the manual switches may be converted to automatic at any time. All track connections are made with special male and female plugs. It is virtually impossible to wire anything wrong if you follow the color coded wires and plugs and always keep them matched.

Our tests of the Rivarossi line found it to be well engineered and constructed. Equipment, especially if NMRA coupler equipped, is completely compatible with equipment of American manufacture, although the Rivarossi coupler operates well with its own magnetic type uncoupler. Prices of typical equipment is as follows: the F-M diesel A unit R-T-R, \$19.95 or \$21.95, depending on road name. The B&O switcher with three freight cars, \$27.50. The SP Atlantic with four freight cars, \$59.95.

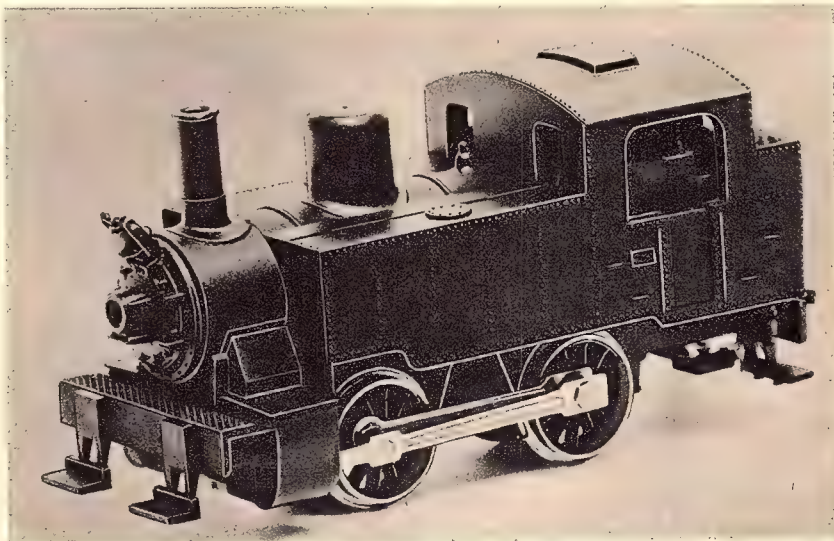
Rivarossi trains are sold in the United States by Aristo-Craft, and are also known as Aristo-Rossi trains. They are available through most hobby shops. Although certain Rivarossi items will also be available shortly in this country under another trade name, Aristo-Craft will continue to handle the entire Rivarossi line as Rivarossi and expects to add a number of new items this season.



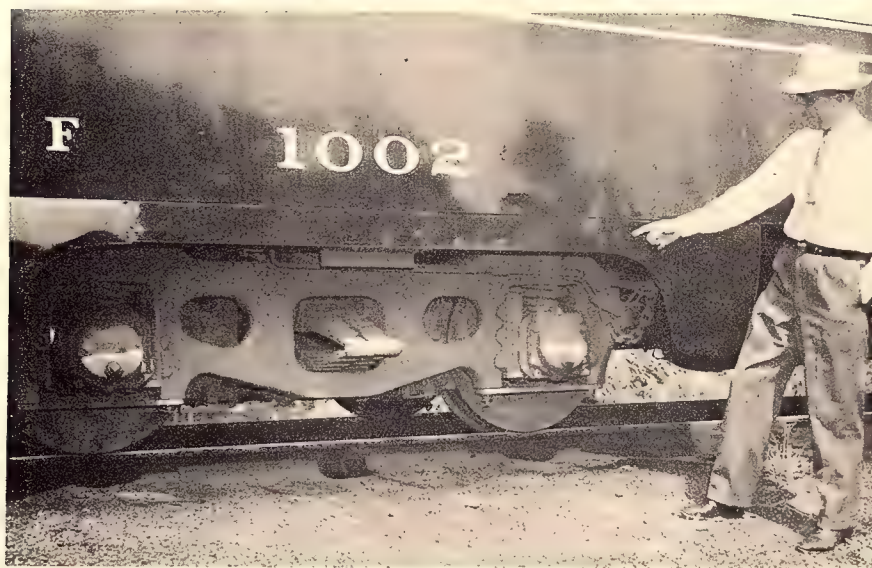
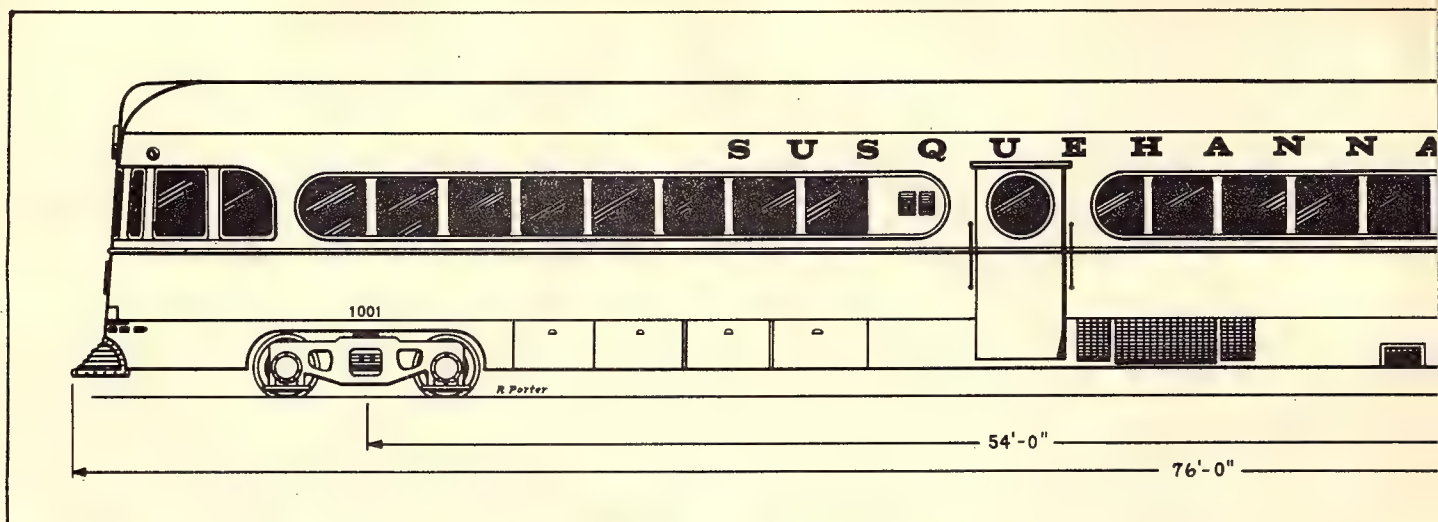
Consolidation is new in line this year.



B unit has been made available for the Fairbanks-Morse diesel, and is available in colors and names to match A unit; has 4-wheel drive.



Rivarossi steam locomotives have hand added detail on molded plastic superstructure, come completely assembled. Line includes 0-4-0, 0-6-0, 2-8-0, and 4-4-2, in American styling. New 0-4-0 is coming this fall.



HISTORY was made back in 1940 when the plucky little Class I carrier, the New York, Susquehanna & Western Railroad, broke loose from the parent Erie Railroad after forty years, and started out on its own. In addition to taking over a mess of old Erie steam power and rolling stock, it soon purchased two cigar-shaped, semi-diesel railcars for its commuter service between North Bergen and Paterson, both in New Jersey.

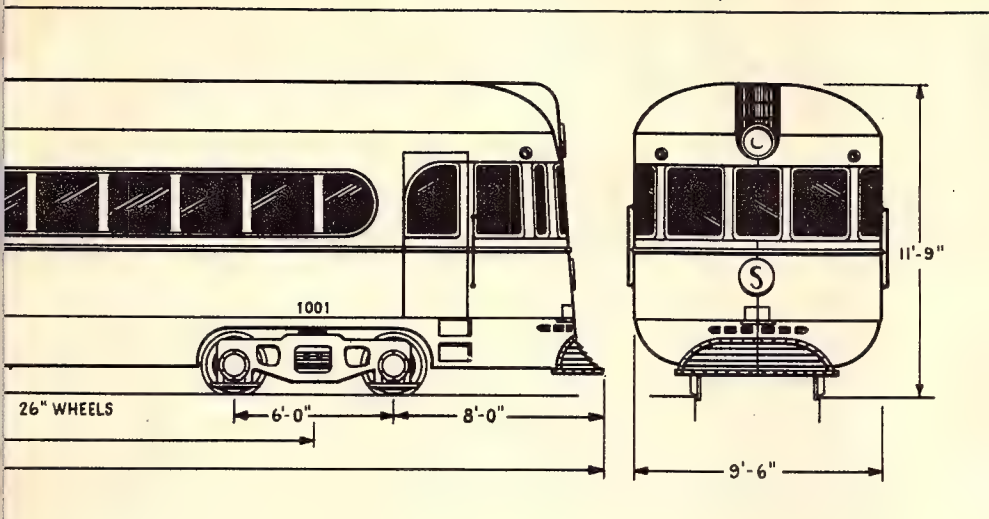
Built by American Car & Foundry, the two units were revolutionary to say the least, and found quick favor with railfans who quickly discovered the delight of the forward seat with its engineer's view of the road. The two units were successful enough for the road to eventually buy four more similar units, although the four latter cars were two car trains. One of these, the 1003-4, came from the Illinois Central. Units 1005-6 were purchased new after World War 2 and were riveted rather than welded as were the four earlier units.

The creation of the Budd car spelled room for the colorful ACF trains; four RDC-1 units being purchased to replace the five 1000 series railcars (Railcar 1001 having been destroyed by fire).

The single units were fun to ride, although their riding qualities were determined largely by the condition of the track over which they rode. Certainly the later units had much more to offer in speed and riding comfort. Nevertheless, they were a noble attempt at bringing better service to a long suffering commuter populace, and in that they certainly served their purpose. The cars are well worth modeling.

➤ Interior view of Susquehanna No. 1002 gives idea of the attractive interior. Engineer cab is at right, leaving ample room for excellent railfan seat. The cars were air conditioned.

◀ Superintendent of Motive Power Otto C. Gruenberg points to the specially developed trucks used on these cars. These trucks are not now available in model form; require 26" wheels.



Drawn For RMC By RUSS PORTER

SUSQUEHANNA RAILCAR

A new era in commuter riding comfort started when the Susquehanna inaugurated streamlined diesel service for its passengers on the short 15 mile run between North Bergen, N. J., and Paterson, N. J.



▲ Railcar No. 1002 poses for her picture at the Susquehanna's Little Ferry, New Jersey shops, in

RAILROAD MODEL CRAFTSMAN

1948. Her sister, No. 1001, had been destroyed by fire. Units 1003-1004 and 1005-1006 were

very similar in design but had only one rounded end per car. The 1003-1004 was the IC "Illini".

Wood Trestle Construction

by Samuel Snelling

Trestles are more than just a bunch of beams bolted together haphazardly. In real life, every board and bolt of a trestle plays an important role in permitting the safe movement of trains over irregularities in the earth's surface.

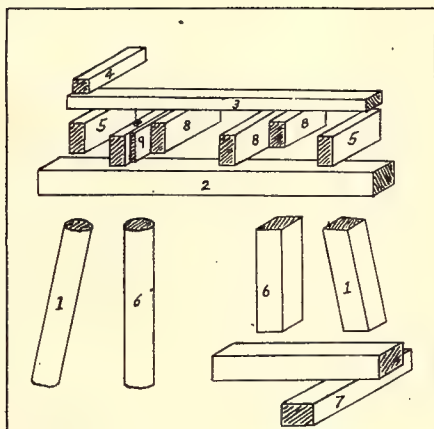


Fig. 1

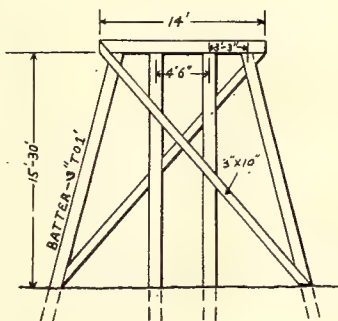


Fig. 2

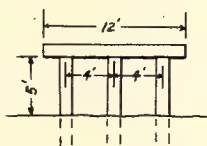


Fig. 3

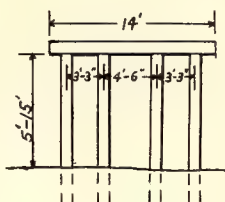


Fig. 4

LOOKING back through numerous issues of model railroad magazines at the pictures of wooden trestles built on many a layout, I have been amazed at some of the weird and un-prototype conceptions of trestle construction. The model rail pays particular attention to his rolling stock, trackwork, scenery and buildings, but when it comes to building a trestle, a few sticks and struts thrown together any old way will serve the purpose! Because of this, I dug up some authentic facts and figures on the proper construction of these important structures. This article doesn't deal with any one particular trestle, but it gives you design procedures for almost any height of trestle you may require on your layout.

Before diving in, a glossary of a few technical terms will help you to know "what's what":

Bents: Two kinds; framed and pile bents. A framed bent is a frame of squared timbers that rests on an independent foundation and supports the floor system. A pile bent is a support for a trestle floor system and consists of piles driven into the ground, they being topped with a cap, and if necessary, stiffened with cross-bracing.

Batter: (Fig. 1-1; Fig. 2): Piles or posts usually inclined 3 inches horizontally for every foot of vertical height.

Cap: (Fig. 1-2) The cross-timber at the top of the posts or piles.

Cross-Tie: (Fig. 1-3) A special form of tie timber used for trestles measuring 7" x 8" x 10' to 12' in length.

Guard-Rail: (Fig. 1-4) Timber laid on the ties perpendicularly, for the double purpose of keeping the ties in place and of preventing a derailed car wheel from rolling off the trestle floor.

Jack-Stringer: (Fig. 1-5) A stringer placed immediately under or slightly inside the guard-rail for cross-tie support in case of derailment.

Longitudinal Brace: A timber brace that runs parallel with the length of a trestle, either horizontally or diagonally, and braces adjacent trestle bents.

Piles or Posts: (Fig. 1-1 & 1-6) The two inner posts of pile or framed bents are vertical, or plumb. The two outer ones are said to be battered, or inclined. Posts are usually 12" x 12" square; piles are usually about 12" in diameter. (You may use 1/8" wood dowels

for modeling piles in HO, 3/16" for S gauge, and 1/4" dowels for O gauge. Round, wooden match sticks, smoothed with sandpaper, are a good size for piles, measuring 1/8" in diameter, and about 15 scale feet in HO).

Sill: (Fig. 1-7) A cross-timber on which the posts of a framed bent rest, corresponding with the cap at the top.

Stringer: (Fig. 1-8) One of several timbers connecting adjacent trestle bents and forming the main supporting timbers of the floor system.

Sway-Brace: (Fig. 2) A comparatively light timber used on each side of a framed or pile trestle bent to stiffen the bent against lateral distortion.

Packing-Block: (Fig. 1-9) A 2" thick strip of timber, 4 to 6 feet long, laid between parallel stringers to provide drainage and to reduce decay. They serve the additional purpose of scarfs (Fig. 18) to join the stringers together. (One or two thicknesses of post card stock should be sufficient in HO gauge).

Corbels: (Fig. 12) A timber 12" x 12" x 6' long placed under and parallel to stringers to relieve the ends of the stringers from the crushing effect due to the weight of the stringers and the loads they carry. They also shorten the span between bents if the distance is more than 16 feet.

Pile Bents

Where the height of a trestle bent doesn't exceed 30 feet and where the ground is soft and marshy, pile bents are used for economy. Piles should be 12 to 15 inches at the bottom and 7 to 10 inches at the top. (Straight wood dowels would be O.K. as tapered wood would be hard to make or obtain).

(Fig. 3) For a height of bent not over 5 feet and carrying moderate traffic, a 3-pile bent is used; one bent on the center line, and the other two from 3 1/2 feet to 5 feet out, piles being all vertical. (Trunk line traffic requires at least 4 piles, with caps 12 feet long). For a height of 5 to 15 feet (Fig. 4) each bent contains 4 piles; inner piles 4 to 5 feet apart, outer piles 11 feet from center to center, mostly vertical, or may be battered. Sway-Bracing is used above 15 feet in height. Caps are 14 feet long. Outer piles are battered 3" horizontally for every vertical foot for better stability.

Framed Bents

Foundations: Framed bents are composed of sawed timber and are placed on a foundation to insure stability, and by being off the ground, to prolong its life. Various foundations are made of masonry, pile, sub-sills or mud-sills, grillage, crib, solid and loose rock.

Masonry Foundations: (Fig. 5) The best. Made of rubble masonry laid in cement mortar, extending two feet into the ground and one foot above ground. Ends of wall should be vertical, sides battered 2" per foot.

Pile Foundations: (Fig. 6) For marshy ground not too deep. Piles are capped to form a bent on top of which a framed bent is placed. Piles on waterways should remain always under water to combat decay due to alternate wetting and drying effects.

Sub-Sill, or Mud-Sill: (Fig. 7) Also used for soft ground to distribute weight of trestle over a larger area. Timbers should be 12" square x 5 to 6 feet long. Sills are spiked to sub-sills.

Grillage: (Fig. 8) Made of round trunks of trees where ground is so soft as to require a large area for foundations. Timbers are criss-crossed and notched at intersections and drift-bolted together.

Cribs: (Fig. 9) A framework of timber made in open or skeleton form and designed to be weighted down by means of a filling of stone or earth. Crib foundations may be placed in the middle of a stream, or on the edge of a stream where embankments might be washed away.

Solid Rock: If surface is solid, posts may rest directly on the smoothed surface of the rock, or holes are blasted (don't try it!) into the rock and posts are stood in them, spaces around them being filled with cement mortar.

Loose Rock: (Fig. 10) Made by excavating a short trench under each post and filling same with broken stone on which sub-sills are placed to form the supports for the sills of the bents.

Framing Batter Posts: Upper and lower ends of posts should be cut off at precisely the same angle so the end surfaces may fit properly on caps and sills. A template (Fig. 11) may be made for this purpose, the batter, or angle, being one horizontal to four vertical. Posts may be secured to caps and sills by mortise and tenon joints, by drift-

bolts or by dowels. (For modeling purposes use cement and/or lill pins).

Distance Between Bents: Bents should be uniformly spaced, the distance between centers of bents being 12 to 16 feet. Spans from 12 to 14 feet are most common, but 16 feet would cut the number of spans somewhat and be less work on your part, and still be correct. If over 15 feet, you may use corbels to cut the length of the span and give it more strength.

Floor System

Corbels: Previously defined and illustrated (Fig. 12).

Stringers: (Fig. 1-8) Generally, two stringers are placed under each rail (underneath the cross-ties and on top of the caps of bents). They should be long enough to cover two spans, and are made to overlap so that over each cap there is at least one joint and one continuous stringer. Stringers should be separated by packing-blocks between them. Spreaders are placed between stringers on top of the caps to prevent lateral motion. Stringers should be about 8" x 16" in size and cover at least two spans. They are usually bolted together, and sometimes bolted to the caps. (For modeling, stick to your cement and lill pins for fastening purposes. Stringers, jack-stringers and guard-rails can be of one over-all length to simplify construction. In HO, instead of using two separate stringers under each rail, you might use a solid $\frac{3}{16}$ " square piece of wood which would be almost the same size, in scale feet, as two stringers).

Size of Stringers: A span of 14 to 16 feet is about the limit, depending on the length of your trestle where longer spans may be used to reduce their number, particularly in very high trestles.

Ties: (Fig. 1-3) A 7" x 8" x 12' tie is considered a good size as the length provides for jack-stringers. Many are only 9 feet long while others are 10 feet and are spaced 15" apart, center-to-center. In case of a derailment, ties closely spaced afford a fairly continuous support for the car wheels, whereas a widely spaced tie (Penn. R.R., 24") allows the wheels to drop between them and to tear up the ties, causing a peachy wreck! (A tie measuring 7" x 8" in HO scale feet would be rather

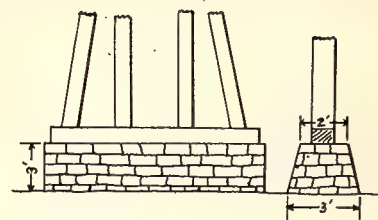


Fig. 5

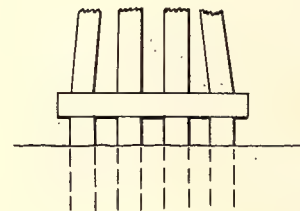


Fig. 6

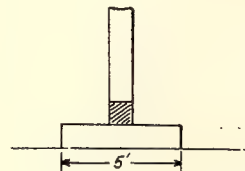


Fig. 7

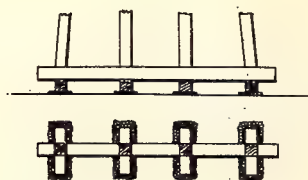


Fig. 10

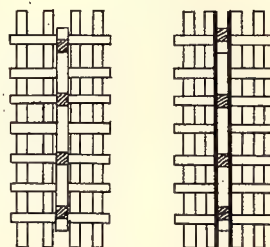


Fig. 8

SCALE OF ALL DRAWINGS 1/16" EQUALS 1'

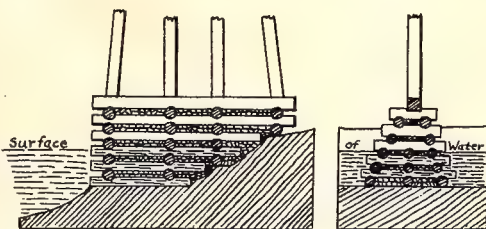
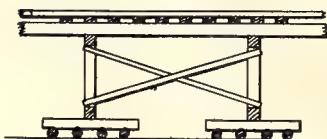


Fig. 9



Double for HO
Triple for S
Quadruple for O
Use scale rule for other gauges

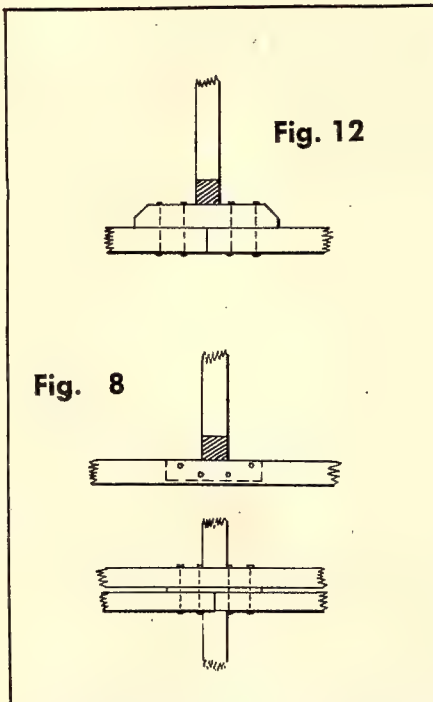
small for spiking. A $\frac{3}{32}$ " square bass-wood, although somewhat oversize for HO, would be stronger for this purpose. Before spiking the ties, holes should be drilled to receive the spike to avoid splitting the tie; likewise the guard-rails).

Guard-Rails: (Fig. 1-4) They serve the purpose of preventing a train from leaving the trestle in case of derailment, of maintaining the spacing of ties, and of adding weight and strength to the floor system. When a jack-stringer is used, the guard-rail is placed directly above it, or slightly to the outside. Commonly, the guard-rails and cross-ties are of the same size (7" x 8"), but no less than 6" x 8". Ends of the guard-rails on embankments should be beveled. The guard-rails should extend 20 to 30 feet from the trestle onto the embankment and should be flared outward so that their ends are 3 to 4 feet from the track (see Fig. 13). An additional safeguard is an inner guard-rail of the same size as the main rail, but it might cause a lodgement of some sort and cause a derailment. The tendency of wheels to mount the guard-rails may be prevented by fastening a strip of angle iron on the upper inside edge of the guard-rails.

Bracing

Sway-Bracing: (Fig. 2) Is used to resist any lateral force, such as wind pressure, that would tend to make the trestle collapse laterally. Pile or framed bents under 10 feet in height (Fig. 4) seldom require sway-bracing. Bents 10 to 20 feet high (Fig. 2) require a single X-bracing of 3" x 10" plank extending from the upper corner of the cap to the foot of the opposite pile, or the sill of the framed bent. Bents 20 to 40 feet high (Fig. 14) have two X-braces separated by a 3" x 10" horizontal plank spiked or bolted midway to both sides of the bent.

Counter-Posts: (Fig. 15) Framed bents exceeding a height of 30 feet are fre-



quently stiffened by 12" x 12" counter-posts. Counter-posts require the dividing up of the bent into two or more stories by means of an intermediate sill (Fig. 15), 12" x 12" timber, and are generally used in high work where two or sometimes three sets of counters are used.

Longitudinal Bracing: (Fig. 15-A) Some trestles are braced every bay or span, others every 2nd, 3rd or 4th bay. Bracing is placed diagonally from bent to bent; sometimes horizontally, or both forms are used.

Lateral Bracing: 6" x 6" cross-bracing under the stringers and between bents adds much to the stiffness of a structure and serves to a considerable extent the purpose of longitudinal bracing.

Trestles on Curves: Not recommended because of the heavy stress involved

but they do look good in a model. So, if you must, the outer posts must have increased batter and the outer rail must be elevated, the same as you would do on a curve on level ground. Posts from inside to outside of a curve are battered as follows: (1) 3" to 1 foot, (2) vertical, or plumb, (3) 2" to 1 foot, (4) 4" to 1 foot. Use 12 foot ties and don't forget to use Jack-Stringers!

Connection with Embankment

Abutments: Best abutment is a masonry wall; in other cases a special crib, or a bank-bent is used.

Crib Connection: (Fig. 16) Usually built of 12" x 12" timbers halved one with the other (like a log cabin), about 10 feet square or so. Stringers should extend into the crib about half-way (on top) and not touch the earth on the embankment (use 3" or 4" thick planks on which to rest the stringers). Fill crib with crushed stone rather than earth for better drainage and to combat decay of timbers.

Bank-Bent Connection: (Fig. 17) Made of either piles or framing. Four piles are driven into embankment and 4" x 6" planks are placed in back of them to hold back the filling. A 12" x 12" x 12' cap is placed on top of the piles and the stringers rest on the cap. When a bank-bent is high, struts of 8" x 8" timbers should extend from the bank-bent to the first trestle bent to insure stability.

Refuge Bays, Footwalks and Fire Protection

Refuge Bays: Trestles of 200 feet or more should have refuge bays for workers and tools, and larger ones for hand-cars, too. A size of 5' long, 4' wide and 4' high is sufficient with corner posts and railings. Extra long ties should be used to support the platform.

Footwalks: Can be used, but it encourages the public (and small boys) to use the trestle as a thoroughfare, and in-

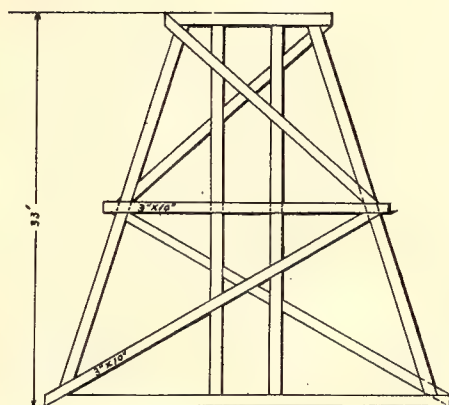


Fig. 14

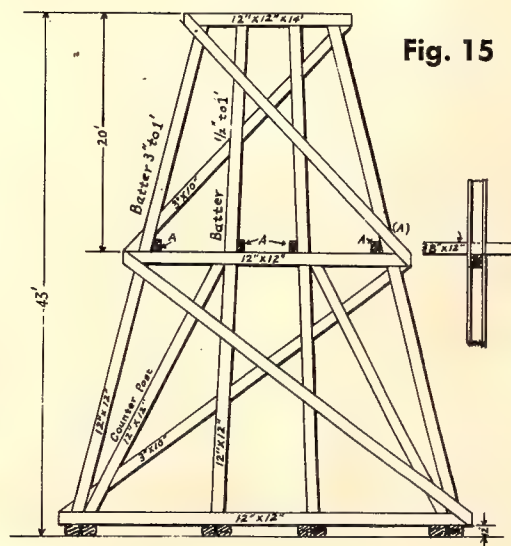


Fig. 15

creases the danger of fire from hot coals dropped from the fire-boxes of engines.

Fire Protection: By covering the tops of ties and stringers with sheet iron. Water tubs are also placed in the refuge bays. Grass and brush should be cut and burned away from the right-of-way adjacent to the trestle.

High Trestles

A trestle of about 100 feet from ground to rail is usually made up of three separate bents, or sections, of 30 feet each in height placed one on top of each other and separated by double rows of 12" x 12" timbers (known as purlins) placed between caps and sills of each section, and under each post. The purlins run longitudinally the length of two bents, breaking joints like stringers, and forming decks on which the successive sections rest. The purlins may constitute the entire longitudinal bracing, but 6" x 10" longitudinal X-braces may be added to the two upper sections, or to each span or panel, from the ground up. This would add much to the stability of the structure. Inner posts are battered $\frac{1}{2}$ " to 1 foot, outer posts 3" to 1 foot. Counterposts are used on the lower and middle sections only. Sway-bracing on all three sections. (Sounds impressive—and it is!).

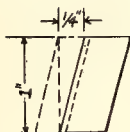


Fig. 11

Trestle Design

Plan your trestle according to the height at which you cross a deep ravine or wide gully. If not too high, (in scale feet) use pile bents, or if over 30 feet use framed bents with an intermediate sill midway, or use two 3" x 10" horizontal planks midway with two sets of X-braces.

Well, there you have it! There are more technical items which could be considered, but for modeling purposes I have simplified the necessary essentials. Then, too, you will have to deviate somewhat as concerns measurements of timbers used, particularly in HO, but use your good judgment as to what would look best. Stringers, guard-rails, jack-stringers, longitudinal bracing and purlins, if in line from bent to bent, may be made of one piece to simplify construction and to give the structure strength, rather than attempting to make the pieces of individual timbers. And, if constructed with care, even with scale wood, it should carry your heaviest consist with ease. So, let's not have any more of those "free-lanced" trestle affairs! A properly designed and executed wood trestle can be a real showpiece on your layout.

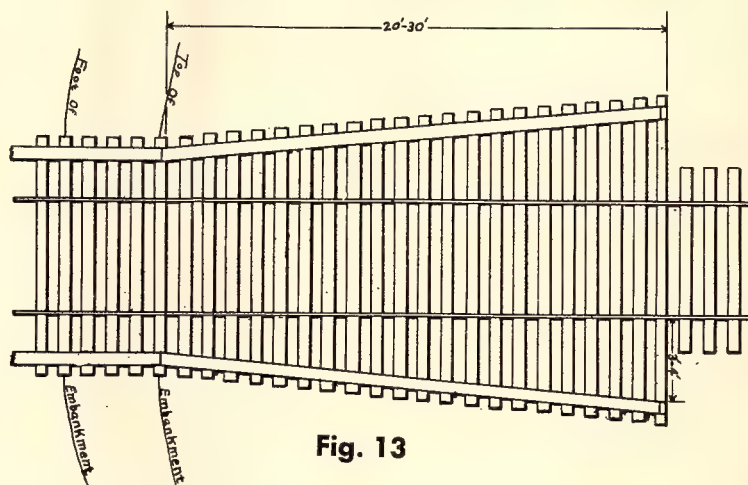


Fig. 13

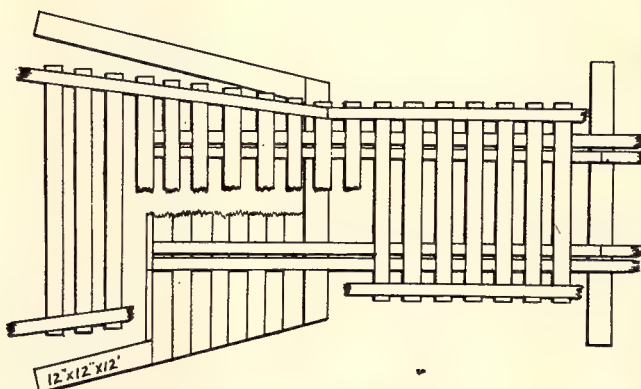


Fig. 16

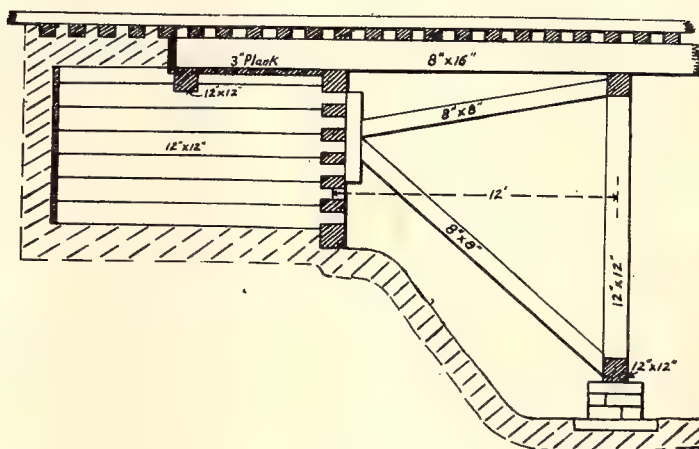
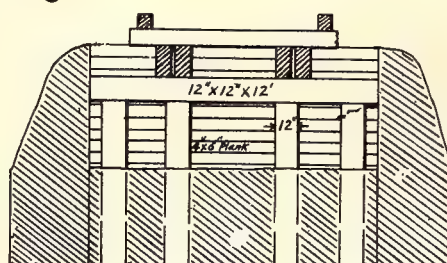
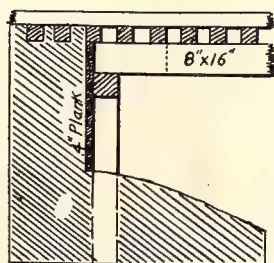
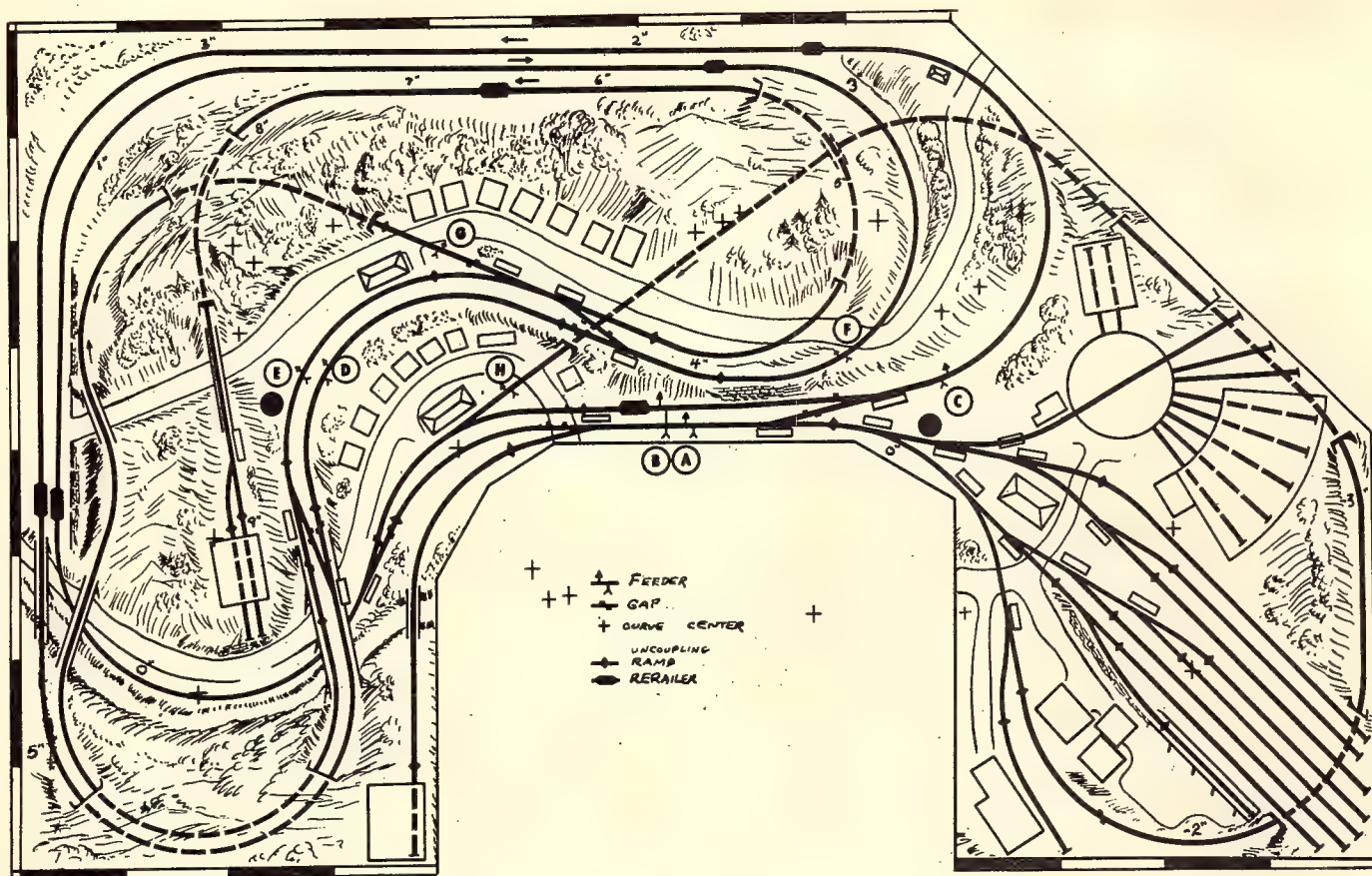


Fig. 17





ON YOUR own "small" model railroad, you can recreate the atmosphere of turn of the century mountain railroading with small engines battling stiff grades with light trains, around impossible curves, all on single track. I have called this layout the **Colorado Midland** after the mountain pike that operated in the early years of this century with nothing heavier than consolidations. So bad were operating conditions and so stiff was the competition that the real Colorado Midland was abandoned about the time of the First World War, only a remnant, the Midland Terminal, lingering on until the Second War.

When I say small model railroad, I don't mean just a four by six table, but a **relatively** small area compared with many of the monster pikes now being built—or at least started. If you have a four by nine foot table and can add a four by four extension at the left front, you have the basic L-shaped table on which the C.M. is to be built (if you are building in HO). You can also start with a basic four by eight table and add a four by five extension at toy right and get the same effect. On this L are located the main running tracks of the Colorado Midland. You can build **them** first and add the extension at right front later to hold the yards.

The main line is essentially single track. Starting at Parsons it curves around to the left to the back edge of the table around a sharp 18" radius curve and up a 1" in 48" grade. This grade is not very steep by model railroad thought, but would be by pro-

TOTYPE standards. The single iron emerges again at right on the 4" level where there is a passing track at Grand Junction. Then across a double track bridge, through a tunnel, and down along the back to connect up again into an oval at Parsons.

The one passing track at Parsons also serves as a switching lead so that main line trains can go by even when switching is being done in the yard at Terminal City. The yard is gently sloped upwards to 1" elevation while a lower, reverse loop slopes down to —2" to get under the ends of the yard tracks. This reverse loop later drops to —3" to get under the enginehouse area, then climbs back up to emerge from the tunnel and rejoin the main line at Parsons station. Grades on the reverse loop are 1:36 and 1:30, both around 3%.

Re-reversing of the trains, if required, is done on the upper reverse loop which wraps around the Grand Junction area. There is also on the higher level a branch line with 1:24 (4%) grades and 16" radius curves running up to a mine at left center, 9" elevation.

This layout is designed expressly for No. 4 Custom-Line switches which as you know have control boxes (manual or electric) attached. They permit us to locate a switch on a bridge, as just to the right of the mine, something that would be difficult to do with standard switches. If the road were to be built with regular switches, with non-insulated frogs, some slight changes would be required in location of track feeders, but not of rail gaps dividing railroad into control sections.

Control blocks are as follows; each of which should have its own set of speed and direction controls in time. A is the lower passing track and yard lead, with B the other passing track. C is the grade to the right of Parsons, while D and E are the passing tracks at Grand Jct. F is the other single track connecting Parsons and Grand Jct. G and H are the two reverse loops which **must** be separately controlled. The branch line is not shown separately controlled, but could be separated from the rest of the line by plastic rail joiners in both rails about where the branch crosses the road before entering the tunnel.

I like to think of this model railroad as operating with small engines, just like the prototype Colorado Midland did. Ideal would be the little Maryland & Pennsylvania (Ma and Pa) consolidation, for freight service, and one or two ten wheelers such as the Virginia and Truckee ones for passenger and light freight. There could be a light four or six coupled steam switcher working the yards and a geared engine—Shay, Climax, or Heisler—for the branch to the mine and occasional main line service. A plentiful selection of freight cars of this early century period are available from Binkley, Central Valley, and M. Dale Newton, and you would doubtless build up some of your own.

Can't you just picture the early morning mixed train setting out from Terminal City with a pair of little consolidations, four or five empty hopper cars, a box car or two, and an open end passenger coach doubling as a caboos?

mountain railroading in the GOLDEN DAYS OF GLORY

If you like the idea of running short trains and small engines, try your hand at building the Colorado Midland. It may mean straining your engines to the utmost and frequent doubleheading, but you'll be running trains the way the real road did fifty years ago.



by John Kemp

It would proceed up-grade (probably making several circuits of the main line before admitting it was **really** up) to Grand Jct., where the empty hoppers would be set off on the upper reverse loop trackage and loaded hoppers, brought down the night before from the mine picked up from the passing track. After the loaded mixed train had gone on down the hill, the geared engine would come out of the reverse loop with its cut of empty hoppers and shove them up the hill to the mine where they would be divided between the two tracks there. During the day, loads could be brought down to Grand Jct. one or two at a time from the mine and stored on the reverse loop and additional empties pushed up from the other end of the reverse loop.

This Grand Jct. connection with the mine and the switching possibilities there sound so fascinating to me that I think that I would soon add extra tracks in the area. Fortunately on an 18" or even on a 20" radius curve you can cut the flexible track and fit in a Snap-Switch which has 18" true radius, with very little distortion.

Additional freight service in both directions would follow the same pattern of double-headed consolidations, hopper cars, a few other cars, and maybe a caboose for variety. The lower reverse loop with its long tunneled sections could be used to hold trains both passenger and freight as required. A "silk train" or "hot shot reefer train" from a connecting railroad could lurk in the tunnel, emerge, change engines, whirl over the Colorado Midland, then disappear again in the tunnel at the

"other end of the railroad." It was, sadly, the lack of this through traffic which helped the demise of the real Colorado Railroad.

A local passenger train of one or two coaches and a head-end car (baggage, mail, etc.) hauled by a sturdy ten wheeler could leave Terminal City and eventually arrive back there again. But the "limited" would, like the through freights, wait in the lower reverse loop tunnel to emerge, whirl around in all its glory of varnished Pullmans, then go into the tunnel again. If this through traffic increased beyond expectations, possibly the lower reverse loop would have to be double tracked to provide extra storage space.

An interesting possibility would be to build the entire railroad in HO_{N3} instead of regular HO. Of course Custom-Line switches could not be used, but there is a good selection of motive power—the Montezuma 2-8-0, the K-28 "sports model" outside frame 2-8-2, the Shay geared engine, with perhaps a rail-bus for off-peak travel.

If you build anything like this Colorado Midland plan, send us in some photos, even if it isn't quite finished.

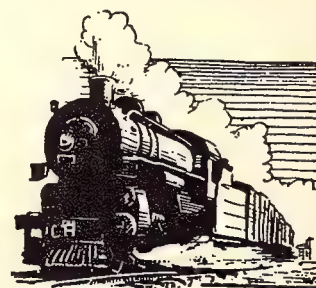
In O Gauge

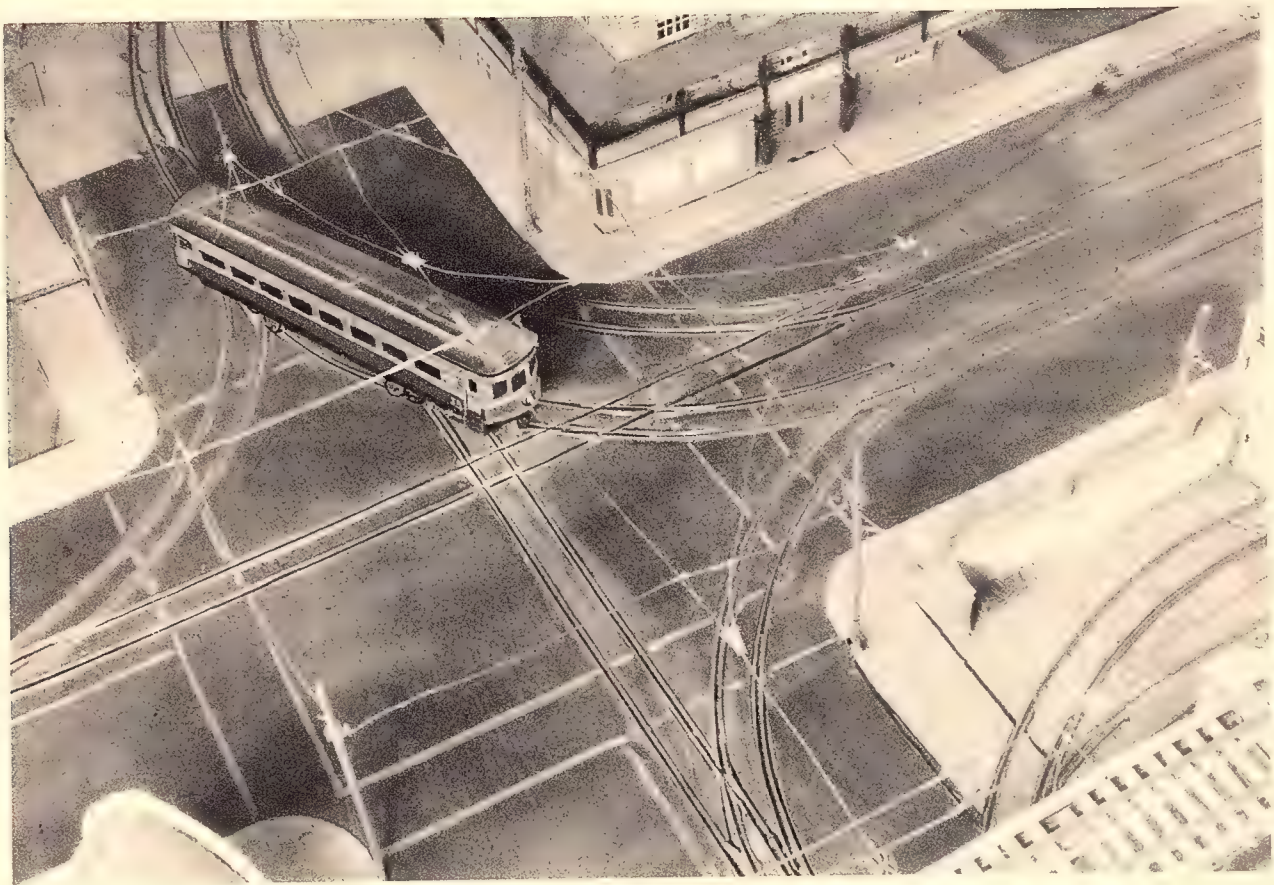
Modelers in S and O gauge will find this plan the type of thing from which dreams are made. Unfortunately, space limitations may make the layout stay in dream form. Nevertheless, a little planning and studying of the layout will show that it is possible to simplify the layout to a great extent, thus per-

mitting reduction in the size of the tablework required.

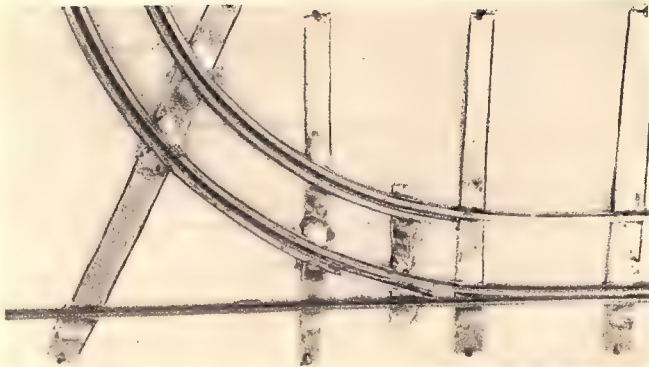
The roundhouse can be cut down to a size more commensurate to a short line railroad. The yard, too, can be cut down to perhaps three or four tracks.

If the HO dimensions were doubled, the O gauge size would jump to about 16' x 26'. It would be impractical and inadvisable to go under a 36" radius in O gauge. Some of the 30" curves should therefore be increased slightly in size, bringing them up to our minimum. From that point, further reduction in layout size would be largely a matter of eliminating straight stretches until the layout fits your area. Conversely, the layout (or any layout) can also be stretched one way or another to fit whatever space you have available. ■





TROLLEY SPECIAL WORK



Trailing point trolley turnout after the first five rails have been soldered in place on metal ties to a drawing of the special work.



Closeup after rail 6 has been soldered in place and 7 lined up. A temporary flangeway has been made in the curved rails with cutter.

THE trolley modeler has always been plagued by a lack of suitable track parts. The recent marketing of street with trolley track laid right in, has proven beneficial to those content with simple layouts, usually an oval, with no switches. Real trolley tracks had plenty of switches and crossings, set right in the pavement as a rule. It would of course be impossible for any firm to bring out all the possible combinations molded right in the street, so the trolley modeler has to resort to use of steam road track components such as switches and crossings set outside the paved area on private right-of-way. The alternative is to build your own special work "to order" which is just what was done for and by the real trolley lines: the necessary switches and crossings were cut and welded together on the floor of the shop, cut apart, then re-assembled at the site, like as not at night so as to avoid interference with the cars.

This practice has much to recommend it for model trolley lines, where the special work, as it was called, can be cut and soldered up at the workbench then either set into an existing bit of trackage, or better yet, used as the heart of a burgeoning trolley system. True, it is possible to lay this special track work by building it on the site rather than on the bench, but it is less easy to spin a whole layout table around to get a better soldering angle than to rotate a small drawing board on your workbench.

Construction of trolley special work is eased for us modelers by one thing: we do not have to 2-rail it, to keep it insulated. Indeed to 2-rail some of the confusing trackwork at a model trolley center would be so involved as to be virtually impossible. Real trolleys run from overhead wire, with **both** rails grounded. Therefore, we can solder the track to widely spaced metal ties, something like tinplate track, and we don't have to worry about the blobs of solder since the ties will be covered by cardboard or plaster street

anyhow. (I recommend cardboard instead of plaster as being easier to remove for repairs, maintenance, and changes—to fit the curves, lay the cardboard in place, rub your finger over the rail site and it will make an imprint clear enough to follow on the back of the cardboard). This lets us make up entire combinations of crossings and switches as one big unit which will be quite rigid and safe to handle.

We can have curves as sharp as we desire. When I operated an HO heavy interurban line back in the early forties, using the then existing power trucks, I had to allow a minimum of seven inch radius, with eight inch being much safer. With the newer cars and power trucks, excepting for heavy interurban use, a curve of 6" radius will take anything, while four wheel cars will negotiate curves down to about three inches. At switches it is a good idea to keep **above** the minimum radius since the cars do get some buffeting around from the various frogs and flangeways.

We can have **single-point** switches, used on all real trolley lines in paved trackage. The only difference is that on a model trolley switch we should put the movable point on the outside of the curve rather than the inside as on prototype lines. The **other** point is what I like to call a non-movable or pointless point, although the correct term for it is a "mate." Where traffic always trails through a switch, we can have both points "mates," with nothing movable, a great saving in maintenance. At a switch where traffic always is routed the same way—as in "keep to the right" entrance switches to passing tracks, you can still have non-movable points. When the space between the running and guard rails at the mates is filled up with solder, as in No. 12 in fig. 1, you have to grind out the flangeways (after filing the top smooth) with a warding file or much quicker with a cut-off disc in a motor hand tool. When you want cars always to go one-way at a non-movable point switch, you simply make the flangeways for that direction deeper

by Bill Schopp

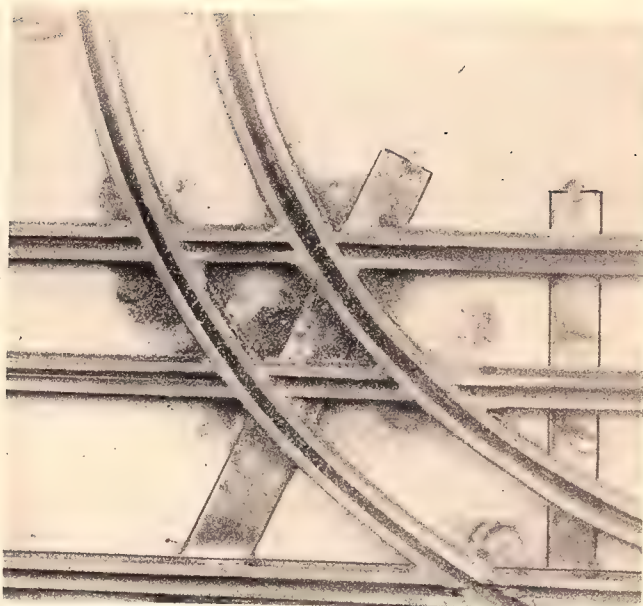
and the wheel-flanges will route the car the way you want it. Cars coming the other way can trail through the non-movable points by sliding through a not quite so deep flangeway. You can often build an entire model trolley system with plenty of these fixed switches (on a prototype line they would be spring switches and require quite a bit of maintenance) and very, very few switches with movable points located only where routes definitely diverge or ladder tracks approach a barn.

Whereas the standard center to center spacing of double tracks on a model steam type railroad works out to fifteen or sixteen scale feet because rolling stock tends to be over-width and curves are sharp, model trolley track can be spaced much closer since the cars now available are the correct scale width (or narrowness). You can space double tracks as little as ten scale feet apart, maybe eleven feet. For HO gauge I am now using 1½" center to center spacing. This same spacing **MAY** be maintained on curves, but then you will get in the dilemma of many a real line where cars could not pass on curves of a double tracked line! Better to spread the track centers on curves. One way to do this is to use the same radius on both tracks of the curve, with of course different centers for the curves.

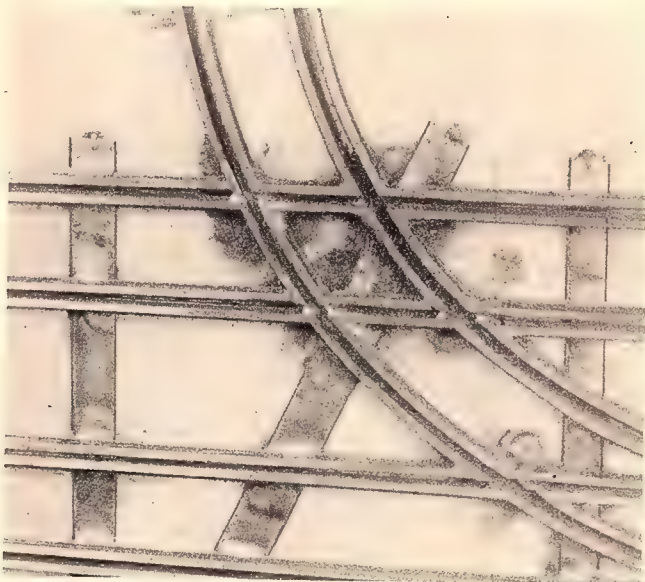
In making up special work for a model trolley line it is important to avoid rail-joints on the sharp curves. Therefore if one line is diverging from another at a cross-street, the branching line's rails should be carried completely around the 90° bend (as in fig. 1) and a little along the straight.

I like to make my model trolley track with all rails guarded, which is to say guard rails on both inner and outer tracks. This is as near as I can come in HO to the L-head rail used on real trolley lines. The guard rail also keeps the street from getting into the flangeways and causing derailments. True it uses a lot of rail—twice as

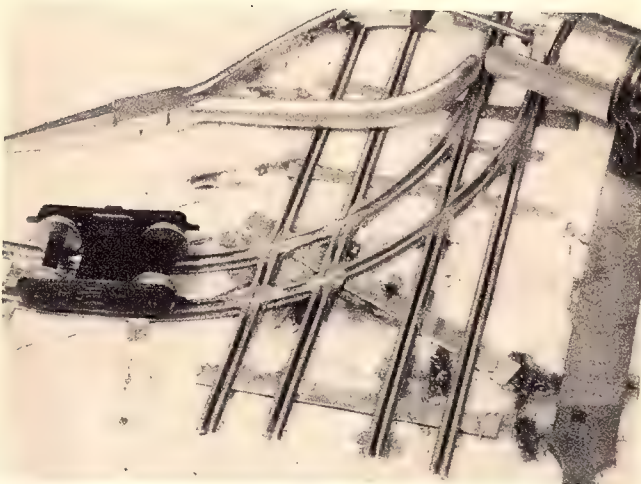
RAILROAD MODEL CRAFTSMAN



All rails are in this special trackwork crossing but flangeways have not as yet been cut. Notice the continuity of all the curved rails.



Flangeways have been cut in with separating disc in a hand motor tool but have not been filled with solder. Paper pattern gets soiled as the work progresses, and is discarded when the job is completed.



These are the primary tools used: truck with adequate wheelbase for checking work, pliers, file, and cutoff disc mounted in a hand drill.

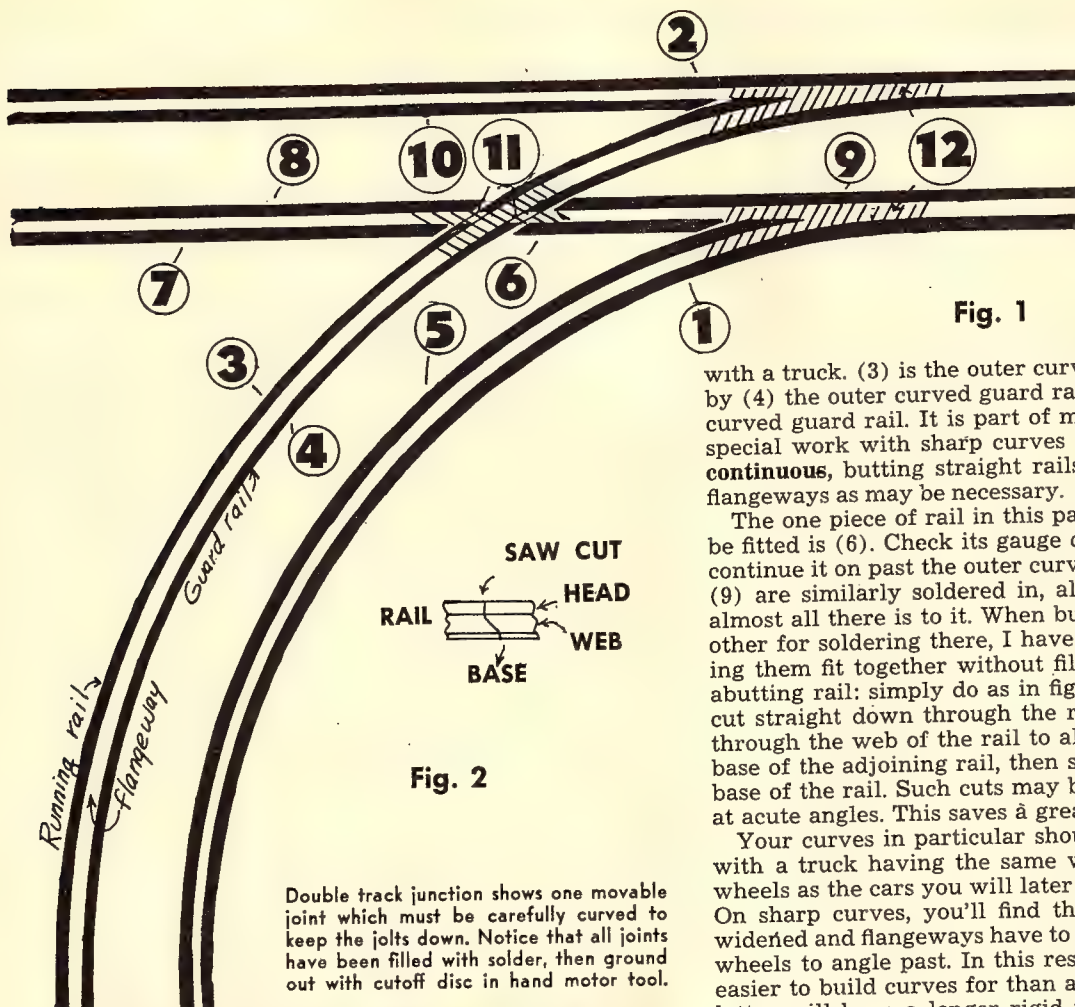


Fig. 1

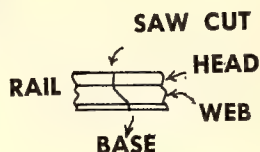
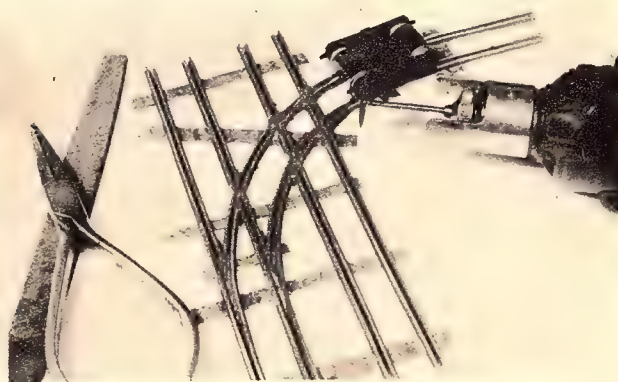


Fig. 2

Double track junction shows one movable joint which must be carefully curved to keep the jolts down. Notice that all joints have been filled with solder, then ground out with cutoff disc in hand motor tool.



much—but it can reward you with better running and appearance.

In fig. 1 I show the step-by-step construction of a simple left-hand right-angle turnout, with movable points. It may be a trailing point switch or may have cars approaching from the facing or right side always diverted to one route or the other by making their flangeways through the mates a little deeper.

The preliminary step is to draw the rails full size on a piece of paper, using compass and ruler. All you really need show is the running rails. I find that using $\frac{5}{8}$ " for HO gauge drawings works out satisfactorily. This paper is then fastened to a small drawing board and metal ties cut out and spiked in place by the ends only. These may be brass or tin-can stock. They need not be beautiful, they should be wider than a standard tie to give more space for solder to hold, and may be widely spaced.

The first step (1) then is to solder in place the inner curved running rail. All soldering should be done outside the rail, except where, at frogs, it must be done partly at the top then filed smooth. The outer straight rail is next soldered in (2), checking gauge at the right end carefully

with a truck. (3) is the outer curved running rail followed by (4) the outer curved guard rail, and then (5) the inner curved guard rail. It is part of my system of soldering up special work with sharp curves to make the curved rails continuous, butting straight rails against them and filing flangeways as may be necessary.

The one piece of rail in this particular switch that must be fitted is (6). Check its gauge constantly with (2). Then continue it on past the outer curved rails with (7). (8) and (9) are similarly soldered in, along with (10) and that's almost all there is to it. When butting one rail against another for soldering there, I have a little wrinkle for making them fit together without filing away the base of the abutting rail: simply do as in fig. 2 when you cut the rail: cut straight down through the rail head, then angle over through the web of the rail to allow for the spread of the base of the adjoining rail, then straight down through the base of the rail. Such cuts may be made at right angles or at acute angles. This saves a great amount of time.

Your curves in particular should be checked constantly with a truck having the same wheelbase and same sized wheels as the cars you will later run through the trackage. On sharp curves, you'll find that track gauge has to be widened and flangeways have to be left wider to permit the wheels to angle past. In this respect a double truck car is easier to build curves for than a single truck car since the latter will have a longer rigid wheelbase. Adjust flangeways by unsoldering and resoldering to permit your truck to pass through. Even after being rigidly soldered, you can widen a flangeway by grinding off the slightly overhanging inner head of the rail with a cut-off disc in a motor hand tool. The guard rail that somehow just will not guard can be made higher, in effect making a better wall to hold the flanges, by soldering a length of thin copper wire (stretched to get out kinks) along its inner edge.

(11) means you must fill up the frog area with solder, as shown shaded, then grind out the flangeways with a cut-off disc in the motor hand tool (or file out with narrow warding file). I have left clear spaces in the curved rails to show where flangeways go through. Actually you will probably cut the flangeways through much earlier than this to check the way trucks go through the switchwork, then later fill with solder and grind out again. Filling with solder and then cutting in flangeways lets wheels cross these gaps in the rail on their flanges, rather than bump across on their treads—quite a bump if the wheels are small. Similarly the mates at (12) should be filled with solder then flangeways cut in. If you don't want to do it with solder, use plastic wood, although this will have to be left longer to harden before flangeways are cut in.

The ends of each guard rail should be slightly beveled with a file on the top inner surface, or with a cut-off disc, so that rail joiners will not have to be put on them to join up with guard rails of adjoining tracks. The base of the guard rail, on its side toward the running rail, should be filed or ground off for half the length of a rail-joiner. This will permit a rail-joiner to be shoved on to the adjoining running rail without trouble.

Once a piece of special work made as per the schedule described or a similar one, such as shown in the photos, is in place, you may still have much work to do to get out bumps that crop up when cars are actually run through under power. A file and a motor hand tool (with cut-off disc) are the principal needs for this, although a soldering iron sometimes is also helpful.

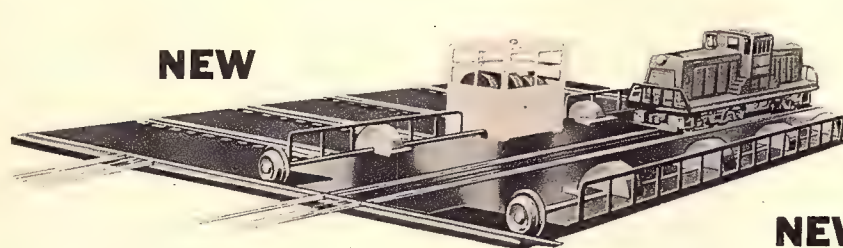
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Look at these locomotives, cars and accessories. Then see them and the newest and longest Lionel freight and passenger train sets *in action* at your Lionel dealer.



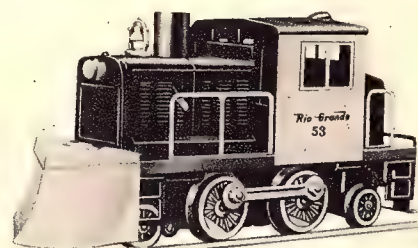
Lionel Super "O" Track with its two realistic flat-top "T" shaped running rails and inconspicuous third rail

is authentic even to the molded ties, accurately detailed tie plates and rail spikes.



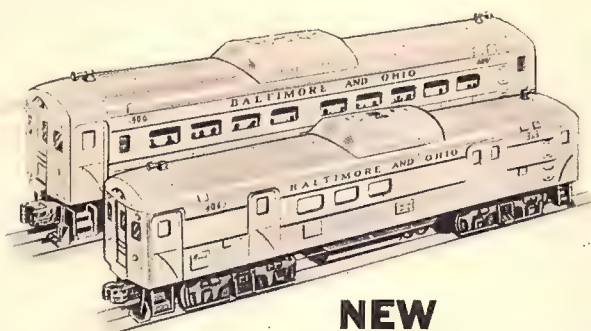
NEW

No. 350 Engine Transfer Table Fully motorized table moves locomotive to parallel track via remote control. Red light flashes when rails of table and siding are aligned. Loco not included.



NEW

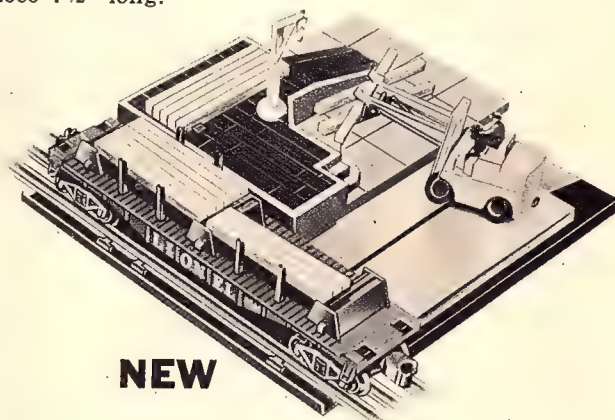
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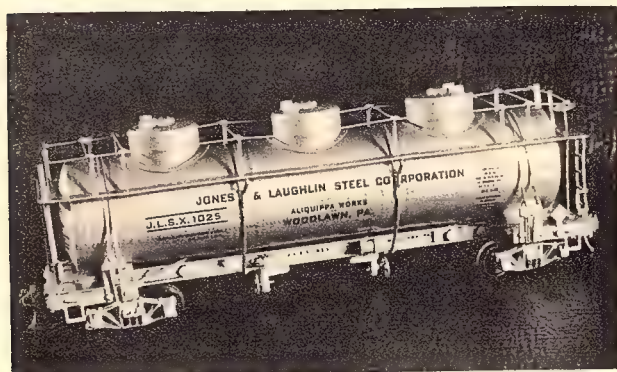
PHOTOGRAPHY FOR RAILROADERS

2 - Film & Filters



35mm. Actual size of film and picture. Argus.

Film, film size, and filters can make a big difference in the results you'll get with your camera. These are some of the things you can expect in filming your pike.



2 1/4 x 3 1/4 or Size 620. Actual size contact print. Kodak Medalist.



4x5. Actual size contact print of negative taken with Speed Graphic.

THE camera which you use will determine the type of film. As far as closeup model railroad photography is concerned, it will be largely a matter of negative size.

The big view and press cameras come in several sizes and they all use cut film or film packs. There are three generally popular sizes used by hobbyists: 2 1/4" x 3 1/4", 3 1/4" x 4 1/4", and 4" x 5". Some photographers feel that if you are going to the trouble of lugging press type cameras around you might as well go whole hog and get the professional 4x5 size. When you consider the greatly increased cost of the 2 1/4" x 3 1/4" cut film over comparable size 20 roll film, there does seem to be some logic in this suggestion. In addition to the above mentioned sizes, there are also view cameras made in size 5" x 7" and 8" x 10". Few hobbyists would have the funds left for feeding such monsters, after getting their layout into shape.

The roll film cameras today generally are offered in size 620, although many fans still own cameras that take other size films: 116, 118, 122, and others. Size 127 is also quite popular.

There are also the miniature cameras which use either the 828 Bantam size film, or regular 35mm. film. Quite naturally, the smaller the film size, the less the cost of each individual exposure. Conversely, the large size of the 4x5 negatives makes them much easier to work with than the tiny postage stamp sized 35mm. exposures. Processing of 35mm. is much more critical than with the large film and it is necessary to use fine grain developers and to use extreme caution in avoiding abrasion to the film, since the tiniest scratch will be enlarged many times in the final photograph.

Roll film is the most generally available film and virtually every corner drugstore will have it processed for you. You frequently have a choice of contact prints or jumbo sized prints. It often pays to get the larger jumbo sized prints.

35mm. film is best processed by specialists if you can't do it yourself. The editors of RAILROAD MODEL CRAFTSMAN return more model layout photos taken with 35mm. film than any other kind, due to the poor quality of the processing. Yet 35mm. film can be enlarged to 16" x 20" and hardly show any grain. When having 35mm. film processed commercially, always insist on fine grain developing. It costs more but is worth the difference.

Cut film is always preferred by the darkroom man since it is made on a much heavier acetate base than is roll film. The individual sheets don't buckle in enlarging and they can be developed easily in a tray. Cut film comes 25 sheets to the box. 100 sheet boxes are also available. Each sheet must be loaded individually by hand into cut film holders, each holder holding two sheets of film (one per side). It follows that 18 holders would be required if 36 pictures were to be taken in an evening. Since film must usually be loaded in total darkness in advance of the picture taking, it would be impractical to reload the one holder over and over. There are magazines available which will hold up to 12 sheets of cut film for use in cameras having a Graflex-type back. More recently, a 6 exposure film holder has been developed for use with press type cameras.

As an alternative to cut film, the press and view camera owner can also use film packs. Film packs must be loaded into a film pack holder, each film pack containing 12 exposures. Since the film pack holder is little

more than the size of one cut film holder, there is obviously a great saving in space if you are traveling. However, film packs cost about double the price of sheet film.

Roll film adapters are also available for use in press and view cameras and help to bring down the cost of photographing models. A few roll film cameras were available with accessory ground glass backs, for use with cut film. One of these was the Kodak Medalist.

The 35mm. cameras use 35mm. film cartridges of either 20 or 36 exposures. The 35mm. fan can also use bulk film and load the film into cartridges or cassettes in his own darkroom at a considerable saving. However, the savings

are not as important as the greatly increased risk of scratching roll-your-own bulk film. A rough estimate of per exposure cost of film is shown in Fig. 1.

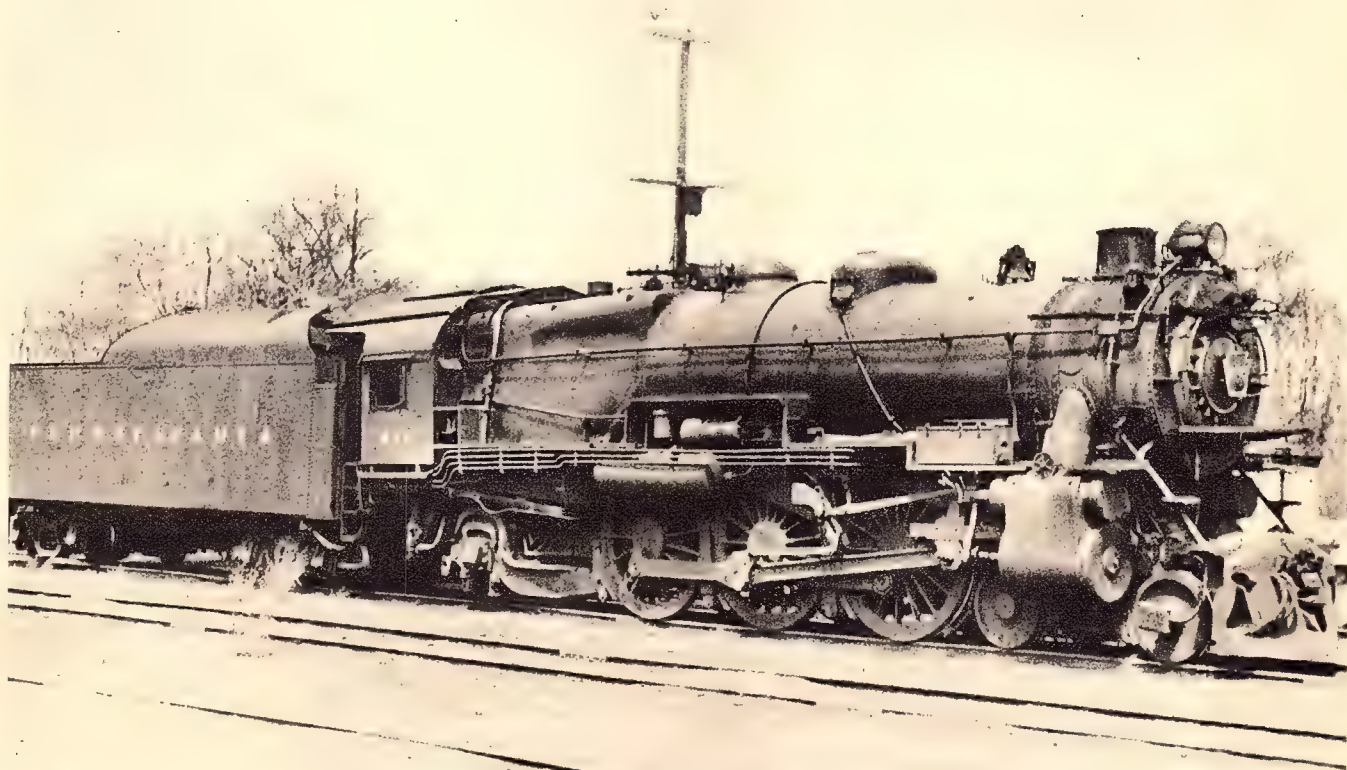
Film Speed

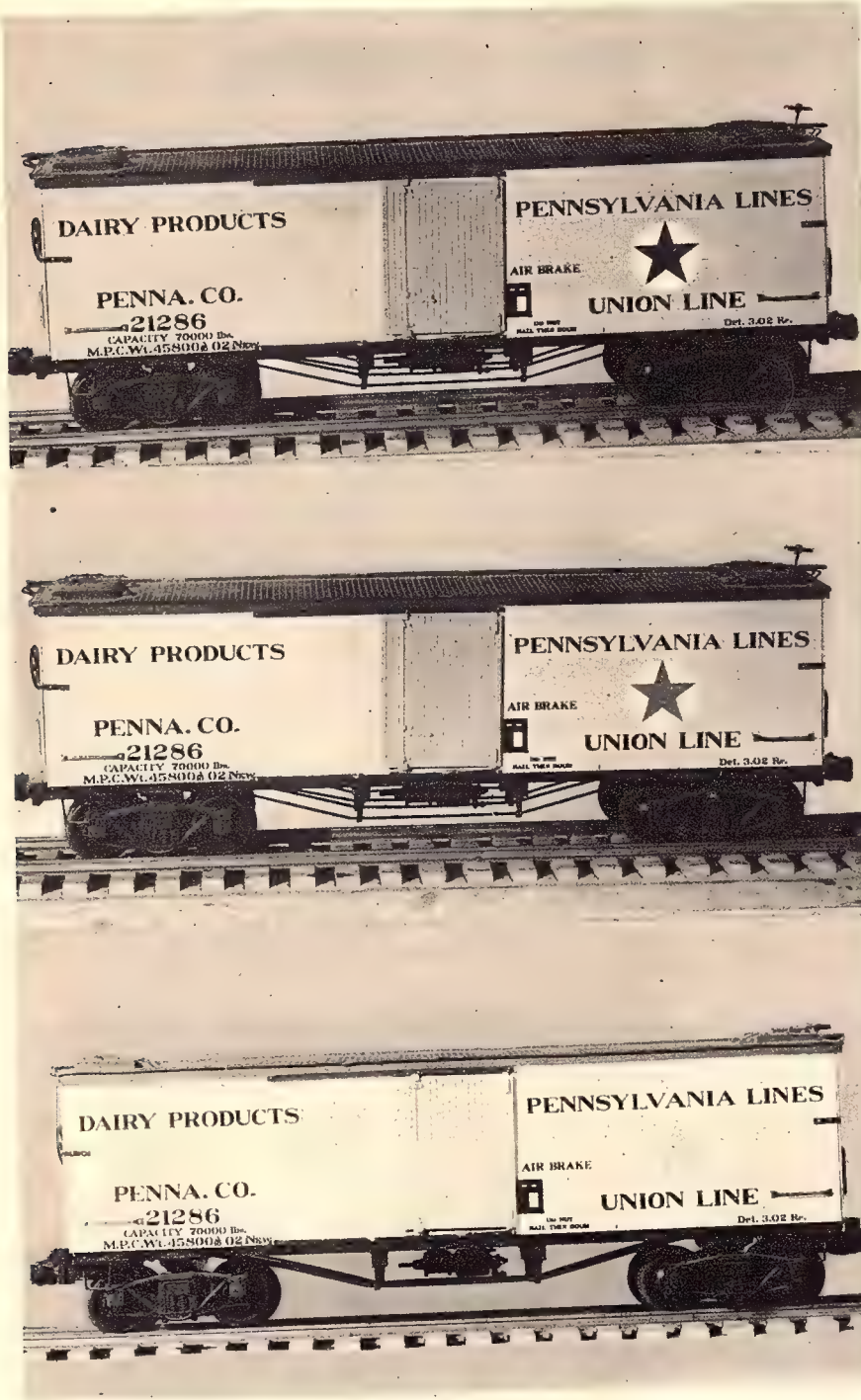
Film speed isn't too great a consideration when shooting pictures of non-moving tabletop models when the camera is set on a tripod. As a general rule, the modeler will find a fast panchromatic type film to be his best bet. One such film available in most sizes

▼ Fragment of 35mm. negative enlarged to 8x10 size still retains plenty of detail but is obviously not as sharp or crisp as similar photograph taken with large camera would be.

**Fig. 1 COMPARATIVE FILM COST PER EXPOSURE
FOR BLACK & WHITE FILM**

	ROLL FILM	CUT FILM	FILM PACK
35mm.	4½¢	.....	.....
828	6¼¢	.....	.....
620	6¼¢	.....	.....
127	6¼¢	.....	.....
116	8¼¢	.....	.....
2¼x3¼	.....	8½¢	18½¢
3¼x4¼	.....	12¢	24½¢
4x5	.....	15½¢	27½¢
5x7	.....	25¢	.....
8x10	.....	52½¢	.....



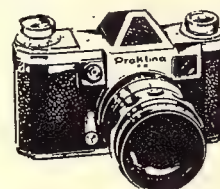


Three photographs of a refrigerator car all taken under same conditions with same film, but with no filter at top, with green filter in center, and with a red filter at bottom.

and types of film is Kodak Tri-X. Other good films are manufactured by Ansco, DuPont, and other firms. Tri-X is an excellent all around film, whether you're shooting long time exposures, fast moving trains in bright sunlight, or general railroad scenes in poor light. It can be used for almost everything.

Now, although Tri-X is a very useful film, it also has its drawbacks when used in the smaller film sizes. Fast speed films tend to become grainy. While this grain is not noticeable in the moderate enlargements required of 4x5 size negatives, it becomes annoying when 35mm. negatives are enlarged to that same size.

Therefore, when using 35mm. film, it would be better to use one of the thin emulsion films now available by any of several manufacturers. As a general rule, unless fast speed is needed, be sure that the 35mm. film is marked fine grain film.



Color Rendition

Models and model railroad layouts have color. There is reefer yellow and tuscan red, coach green and the silvery stainless steel. There is locomotive black, and just about every other color imaginable. Panchromatic films such as Tri-X reproduce these colors in various shades of gray, but in almost the correct ratio to their actual color.

Sometimes it may be desirable to have a model appear lighter or darker in contrast with the surrounding area. Oftentimes the use of special lighting will do the job but frequently the use of a special film or special contrast filter will do the trick more effectively.

While panchromatic film is sensitive to all colors, orthochromatic film is not sensitive to red. As a result, models painted red will appear black in a picture made with an orthochromatic film because the film does not react when hit by the red light rays entering the camera. The film remained clear and when the print was made, the clear area turned black.

Most amateur films available today are panchromatic films. Ortho films are available mostly in cut film sizes only.

Better control over color rendering is obtained through use of filters mounted over your camera lens. With the correct filter you can lighten and darken various colors to achieve many unusual and special effects. Fig. 2 gives a chart of these effects using various filters.

Fig. 2 COLOR RENDERING OF VARIOUS COLORS

Using Panchromatic Type B Film and Photoflood Lights

	FILTER	Blue	Green	Orange	Yellow	Red
K-2	Light Yellow	Normal	Normal	Normal	Normal	Normal
G	Deep Yellow	Darker	.....	Lighter	Lighter	Lighter
X-1	Light Green	Same	Lighter	Darker	Same	Darker
A	Red	Darker	Darker	Lighter	Lighter	Lighter
B	Green	Darker	Lighter	Darker	Darker	Darker
C-5	Blue	Lighter	Darker	Darker	Darker	Darker

NOTE: Generally, a filter of any given color will lighten any model painted in that same color. When other colors are also involved, some other filter may be preferable.

LAYOUT SIZE

THERE is always a great temptation when starting on your first layout, to make it too large. Actually, for your first layout, it is far better to make your design small than to make it too large.

The small layout has many advantages to the beginner. A simple and moderate sized layout can be made to operate in the least amount of time, whereas the super layout may take a year or more to get into even partial operation. The moderate sized layout can also be scenicked more quickly. Any mistakes made on a small layout are easily rectified. The small layout is also far less costly than the giant super-systems.

Disadvantages of the giant railroads, from the beginner's point of view include the higher initial cost, increased maintainance, long construction time, plus the danger of disappointment and impatience at the long time required to construct the big layout.

Ideally, the small beginner's layout should be so designed that sidings located in the corners of the layout can later be extended into spurs or new main lines. But this work can be done after the small layout is built.

HOT SHOT BUTTON



ONE problem especially prevalent with 2-rail is that of locomotives stalling on switches and at other points on the layout where, for one reason, or another, there might be a severe current drop. It is annoying to have a locomotive or train conk out on a grade at the other end of the layout since often it means having to duck under framework to get the engine back in motion.

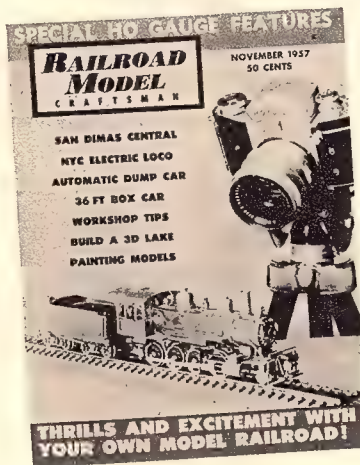
One method of eliminating this troublesome feature is to add a **hot shot** button to the panelboard. Actually, the hot shot is nothing more than a momentary contact switch, which when pressed, completes a circuit permitting bypassing of the rheostat controlling the speed of the train. For just a brief second, your locomotive motor is given the full power capable of being delivered by your power pack without the resisting of your speed control. A number of different type switches are sold which will do the job well but it is important that they will break their circuit as soon as your finger is taken off the button.

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by Roger Arcara

25 years of Marx

Collectors are only now beginning to discover the Marx line of electric trains. Individual pieces are sufficiently low priced that they offer an excellent means of starting any collection of trains.



▲ Eight different versions of the Marx Commodore Vanderbilt make clear the many minor variations which send collectors into ecstasy. Shown here are variations in color, lithography, name plates, method of powering, drivers, handrails, and even the number of domes.

► Marx articulated trains in both steam and diesel types. Unlike the enameled cars, which can be restored, lithographed items must be left in their original condition and as a consequence the newer their general appearance is, the more desired they are by collectors.

▼ Typical Marx cars, all four wheeled, including some early Joy Line passenger car. While admittedly not the acme of scale perfection, they are notable examples of American electric train manufacture.



THE Great Depression of the early 1930 period was a tough one for many of the early toy train companies and saw a number of great names go into oblivion, either as a direct or indirect result: Ives, Bing, Boucher, and Dorfan. Those companies that did survive were in great measure able to do so because they introduced or revitalized lines of low priced merchandise which they sold in large volume.

As a result, Lionel brought out its low priced Ives "Yankee" line, and later the Winner and Lionel-Ives lines, all of which later developed into the O-27 series. American Flyer in Chicago produced its Hummer and Champion lines of cheap wind-up and electric trains. Hafner continued to produce the wind-ups it had made since 1914, while the Katz Company sold a complete with transformer three-car commuter train at \$3.95. In such circumstances, it wouldn't seem likely that a newcomer could survive but the Louis Marx Company, newly organized, was to prove itself equal to the challenges of competition.

Marx in 1932 had taken over the Joy Line of clockwork and electric steam-type locomotives and four wheeled cars from the Girard Model Works, of Girard, Pennsylvania, which had made the trains since 1928. These trains were retained in the line until about 1936, by which time Marx had introduced a number of its own items. The Marx line made its mark on the industry and now after 25 years, more and more collectors are beginning to realize their worth, despite the great volumes of such trains which were made. Probably one reason for their growing value is the very low cost of the trains, which led to early discard by their young users. The fact is that early Marx trains are not as plentiful as their production would seem to indicate.

The most famous Marx locomotives were the "Commodore Vanderbilt" stream-lined steam types. Several versions of wind-up and electric Vanderbilts were made between about 1935 and 1952, and all of them were four-wheeled, measuring eight and one-half inches. All were painted black with but one exception: a wind-up model painted red with a black front. This was made before the Second World War, and is scarce today. It was sold in sets with a matching red tender, and had no emblems, no hand-rails, and

only one steam dome. Other early Vanderbilt wind-ups had two domes, hand-rails, and a New York Central emblem on the front. Some wind-ups were made with reversing motors; those that were not featured a sparking device under the smoke stack. The first electric models had manual reversing switches, supplanted on later models by the automatic sequence reverse mechanisms still used today. In addition to the New York Central emblem on the front, electric models carried "Commodore Vanderbilt" name plates on the sides, the ones used up until about 1940 having silver letters on a black background, and the later ones having black letters on a brass or copper background. All Vanderbilt electrics had two nickel-plated, streamlined steam domes and a similar smoke stack, and those made with the black-and-silver emblems and name plates had a nickel-plated, circular rim around the headlight. Later models with the copper plates featured a black visor over the exposed headlight bulb. The electric engine alone retailed for one dollar in the years prior to World War II, and the four-wheeled, streamlined tender went for only a dime or so, as did each of the cars.

Another well known Marx engine was the Canadian Pacific streamlined "Jubilee," introduced around 1937. Many versions, in both 0-4-0 and 2-4-2 wheel arrangements, were produced (the prototypes have a 4-4-4 wheel arrangement), and all were electric. Some had silver colored sides and nickel plated pilots, while others had these parts painted black. Boilers on the Canadian Pacifics were usually either gray or black, although at least one 2-4-2 model was made with a copper-plated boiler, featuring black air tanks, two round steam domes, a round smoke stack, and a dummy bell. The plainer versions, however, were more realistic, having a streamlined stack, one streamlined steam dome, and no tanks on the running boards. All Ca-

nadian Pacifics had lithographed striping on their sides, the colors of which varied with the different models, and all measured eight and one-half inches, excluding the coupler. One model of this engine is still being offered at this writing, after almost twenty years of production with very few changes!

While lithographed steam type locomotives have for years been popular in Europe, only a few such engines have been made in the United States. One of these was the Marx electric number 897, a plain, unstreamlined, 0-4-0 type. It was made before the war, and measured nine inches long, being finished in black with gray and white details, of which even the hand rails and pipes, were lithographed onto the body, the smokestack and dummy bell being the only attached parts. In the early years of World War II, an olive-green version of this engine, in both wind-up and electric models, was made, for use with special Army supply trains of four-wheeled cars.

The 1930's will be remembered as the period during which many large railways first experimented with various forms of streamlined, sometimes articulated trains. The Burlington was first, in 1934, with its famous "Pioneer Zephyr," and others followed in rapid succession: the Union Pacific "M 10,000," the G. M. & N. "Rebel," the Boston and Maine "Flying Yankee," the steam-powered Milwaukee Road "Hiawatha," and others. Even the Brooklyn-Manhattan Transit Company, of New York City, got into the act, with its articulated subway trains. Lionel, Hafner, American Flyer, General Trains (of Chicago, Illinois), and Western Coil & Electrical (of Racine, Wisconsin) brought out various models of such streamliners, and Marx kept right up with them by offering a model of the Union Pacific "M 10,000." It was articulated, as was the prototype, and the front of the motor unit, which measured ten and one-half inches long, contained a regular Marx electric



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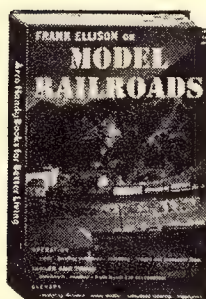
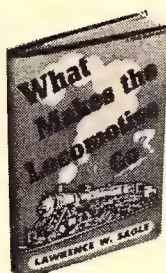
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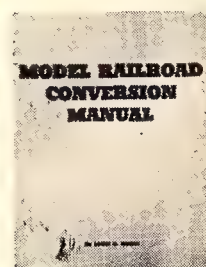
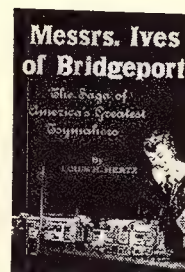
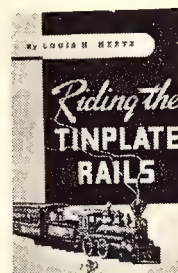
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motor, such as that used in the steam types. The rear was supported by a four-wheeled truck, as was the rear of each of the eight-and-one-half-inch cars, and the front of each car fitted into a receptacle on the rear of the preceding one, thus making the coupling.

Another Union Pacific streamliner was the "M 10,005," or "City of San Francisco," and Marx brought out wind-up and electric models of that train. Their motor cars were eight inches long, and the body was carried on a standard electric or clock-work motor unit. The engine and the two-wheeled, seven-inch cars used the same coupling system as the larger "M 10,000" model. Unlike the "M 10,000," however, the "M 10,005" was produced again after the war, but the new electric version had a small, two-wheel-drive, non-reversible motor. Both streamliners were lithographed, and were made available in three color combinations: green and white, red and silver, and yellow and brown, the latter being the true prototype colors.

Marx seemed then, as it does now, to be especially fascinated by the New York Central Railroad: almost all Marx tenders carry that name, and, almost certainly, more Marx equipment bears the oval "New York Central Lines" herald, or some such device, than that of any other railway. Thus it would seem that the success of the "Commodore Vanderbilt" caused Marx to tool up, around 1937 or '38, for a model of another New York Central streamlined steam engine: the "Mercury." Both electric and wind-up four-wheeled versions used the key hole and the slot for the brake lever on the clock-work models also being present on the electrically powered ones. Incidentally, although the actual "Commodore Vanderbilt" was a 4-6-4 Hudson type, and the actual "Mercury" was a shorter 4-6-2 Pacific type, Marx's "Mercury" appeared longer than its "Vanderbilt," due to the former's better proportions. The "Mercury" was assigned to a passenger train, whose cars were identical to those used in the model "M 10,005" except that they were lithographed in gray with white trim for the New York Central Railroad. A special two-wheeled tender was made for the train, and the loco-

motives were fitted with a type of coupler which matched the coupling mechanisms on the cars, thus inaccurately making the train articulated. Later, these trains were also finished in red with white trim, the locomotives being enameled in all cases, while the tender and cars were lithographed. Shortly after, some "Mercury" engines were fitted with regular Marx tab-and-slot couplers and sold in red, blue, and black finishes, for use with the regular four-wheeled tenders and cars. All "Mercury" electric and some wind-up locomotives bore a copper "New York Central" emblem on the front, and a copper name plate with "The Mercury" in black letters under each cab window. Most variations were continued in production after the war. One post-war wind-up version was fitted with a whistle, which would blow every few seconds until the driving spring had unwound.

By 1940, Marx trains had become well known, by sight, at least, if not by name. Thousands of future model railroads had been started on parlor floors and under Christmas trees throughout the country with the "Commodore Vanderbilts," the 897's, the streamliners, and the other locomotives and the six-inch, four-wheeled, lithographed freight and passenger cars. Now Marx was ready to become one of the present "Big Three" of the American tinplate train field. While some of the standard six-inch car bodies had been mounted on two-trucked, eight-wheeled chassis, and even fitted with automatic couplers for use behind the 2-4-2 Canadian Pacific engines, they left much to be desired as to realism. Accordingly, the Marx "Scale" series of eight-wheeled freight cars was introduced, and a new, electric 2-4-2 steam type locomotive, the die cast number 999, was brought out for it. These new series cars were, and still are, built to the scale of $\frac{3}{16}$ of an inch to the foot.

The stamped metal "Scale" series consisted of a box car, a tank car, a gondola, and a caboose, all very nicely lithographed in dull railroad finishes, with small details neatly reproduced. Each body type was made in a variety of real railroad color schemes and heralds. An eight-wheel tender, painted a

flat black to match the locomotive, was produced, completing the set. The wheels and trucks of this new series were finished in bright nickel plate. After the war, the "Scale" series was continued and expanded, to include gray streamlined passenger cars and a new, die-cast, 4-6-2 locomotive, the number 333. This engine had the first six-wheel-drive Marx motor, and it drew a cast-aluminum, eight-wheeled tender. It is still in production, part of a constantly varying line of equipment.

Perhaps the least known of all Marx trains were, and this will come as a surprise even to many experienced collectors, the Marx standard gauge equipment produced in the 1930's. Now, before the reader reaches for the smelling salts, it must be explained that these were simply motorless pull-trains, whose flanged wheels were spaced exactly two and one-eighth inches apart. The four-wheel steam type engine was stamped from a single piece of steel, with a steel cab floor fitted to give rigidity and to hold the coupler. It featured a bell which rang once with each revolution of the rear axle. The cars, also four-wheeled, were constructed of the same material, and consisted of a tender, a gondola car, and a passenger coach. Each had one of the old "Joy Line" couplers, with the round opening and the nibbed tab, which could be fitted into a slot on the end of the next car. It is worthwhile to note that, however crude they may have been, these were among the very few four-wheeled cars ever made for standard gauge.

Looking back on some twenty-five years of Marx trains, one can see why, with the passage of time, they will definitely become more and more desirable as collectors' items. While almost every model rail is familiar with the six-inch, four-wheeled Marx freight cars, it is not as well known that there are several variations of almost every type, and this will certainly add to their appeal. Consider, for example, that although the undercarriages of most of these cars were painted a plain black, some of the early ones had details such as journal boxes and rivets lithographed in white or silver. In another instance, several standard freight car bodies were mounted on red undercarriages, which also had white lithographed details, and some standard bodies were fitted onto eight-wheeled frames. Some of these even had automatic couplers. Another example was the wind-up set which consisted of a "Commodore Vanderbilt" locomotive, a tender, and three or four freight cars, all of whose undercarriages were finished in bright nickel plate. Variations as to numbers, colors, details, and coupler mountings also exist. Now, while it is, of course, doubtful that any of these will ever become as valuable as corresponding pieces of Ives or Dornan equipment, it is certain that more and more enthusiasts will recognize Marx train items as being collectable, and will pay more attention to them in the future.

COMMON POWER RETURN

by John A. Dorsam

COMMON Rail or Common Power Return is not "something new" or "something extra." It is a great time and headache saver. It is also probably the most misunderstood procedure in model railroading.

Let us liken the wiring on our model railroad to the wiring of our nationwide electrical system. The industrial, commercial and residential wiring in the whole USA has one thing in common. The voltage, type of current (AC or DC), its frequency and number of phases vary widely, but each and every reference point is ground. The high voltage transmission lines that run across the country, the medium voltage lines from sub-stations, the wires from the pole to the house, the 550v DC trolley, elevated and subway lines, the telephone system and even your radio and television all have one point in common, namely ground. While there is a technical difference between Ground and Common Power Return it can be assumed that they are one and the same for our purpose.

This Common Power Return can be best constructed by skinning all of the insulation from a length of No. 14 or No. 12 house wire and running it under the baseboard of your track. Follow the roadbed wherever it may go and loop it back on itself. Take a tap off here and run it to a binding post or terminal block. Any connection you might have to make to this Common Power Return can be made at this point. This bare wire can be run thru common screw eyes spaced every 24". The space between the bare wire and the baseboard will give sufficient room for soldering.

Common Rail or Common Power Return, which ever term you prefer, is a MUST for any kind of Detection or Signal circuit. The new "Black Box" circuits require it. I heartily recommend it for all pikes, no matter how small or how large. Remember, however, you CAN'T use it if you power more than one cab from the same pack. You must use Twin or Multiple power. If you have a fair size pack already convert to Twin. If you are just starting use Multiple power.

In the enclosed drawing you will notice how many packs and transformers, are connected to the same Common Power Return. Don't let this scare you. It is really a help, not a hindrance. Don't worry about AC and DC going into the same wire, it won't get "mixed up." Don't let it bother you that different voltages of either or both are on the same wire. The writer of this has been an electrician for quite a few years and he would not be using the self same system on his club layout if it were not practical and the EASIEST way to do it. Incidentally, this Common Power Return is best grounded to a water pipe. It prevents you from ever being able to get a 110v shock from your equipment. It makes

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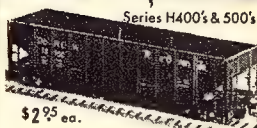
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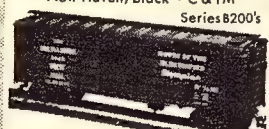


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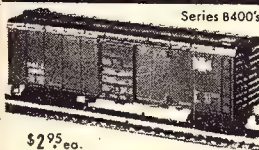
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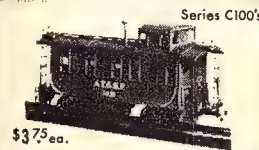
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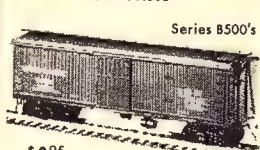


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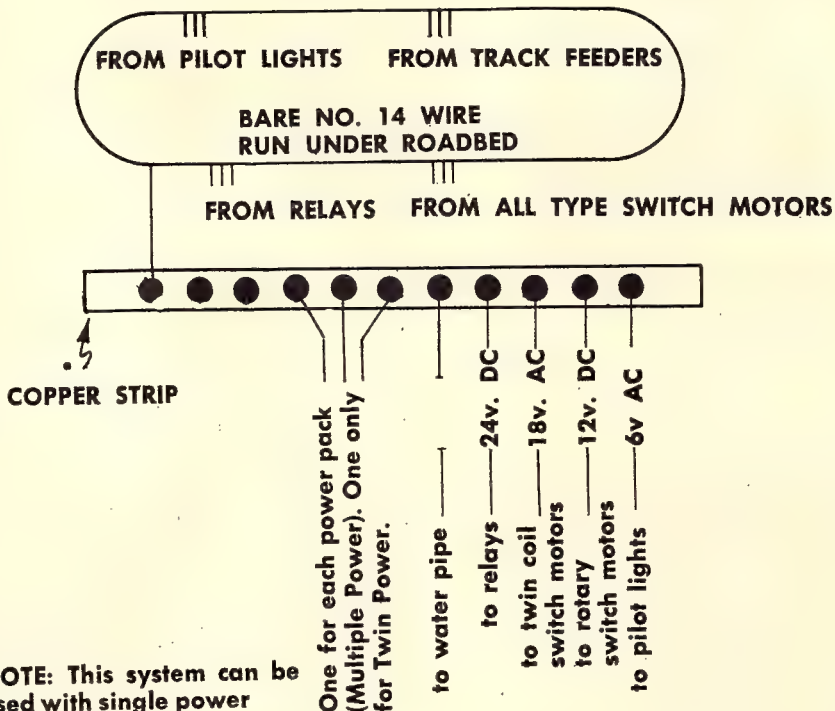
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your layout as safe electrically as the water pipe it is connected to.

Pilot lights and signal lights work quite well into the above system. A 6v radio transformer is excellent for this service. Use a 12v or higher bulb for a realistic glow. If you need a bright light for something, use a 6v bulb. Remember you can always use a higher voltage bulb than what you get from the transformer. In addition to obtaining a realistic glow, you increase the life of the bulb tremendously. So much so in fact, you can dispense with sockets and solder the leads right to the lamp.

NOTE: On large layouts it is best to have 2 common return systems. One for track power and one for all other devices. Use a white No. 14 for tracks, the bare for the rest. In this way there is no voltage drop on the track circuit if a large number of momentary machines are thrown over at the same time. The two returns tie together at the ground or "common" strap.

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TRACKWORK

Fastening Rail

Q. How is model railroad rail fastened down?

A. If you lay your own rail as real railroads do, you fasten it down with tiny spikes, obtainable at hobby shops. However, much flexible scale track, built up switches, and ready-to-run track and switches, is fastened to the ties with steel clips or in some cases plastic fingers.

Spikes I

Q. How closely should model railroad spikes be placed?

A. It works quite well to locate spikes only every inch or two on straight-away trackage, staggering them from one side of the rail to the other. On curves they may have to be placed closer to maintain the curve. Ends of rails should be spiked on both sides as close to the end as practical. In O gauge they are often placed four spikes per tie.

Spikes II

Q. How should model spikes be driven?

A. The most favored method is to grasp the spike with long-nosed pliers and push it in as far as possible, then press home with tip of the closed pliers.

Spikes III

Q. I have trouble with spikes holding in the wallboard I use for a base. What should I do?

A. No plaster type wallboard will hold spikes since they are too short. Homasote is a favorite board to hold spikes and we favor using O gauge spikes even for HO track. However where wooden roadbed is used under the rails or flexible track, we favor using HO spikes so they do not protrude through the back of the roadbed and scratch you when you handle or rehandle it.

Spikes IV

Q. I have great difficulty pushing or driving spikes into my plywood table. What should I do?

A. You either have to drill individual undersized holes through the first few layers of the plywood (actually the glue between layers is what stops the spikes) or use another material under the track. If you already have the plywood down, then we suggest using a wooden model railroad roadbed under the track. Spikes will hold in it, and the roadbed itself can be glued or screwed to the plywood.

Spikes V

Q. Should I buy a commercial spiker or tracklayer?

A. If you are just starting and expect to lay a lot of track one rail at a time as real railroads do, then such a spiker is a good investment. Such spikers as we have seen require special spikes.

RAILROAD MODEL CRAFTSMAN

Tie Material

Q. What do you suggest for model railroad ties?

A. Many model railroad constructors have this question answered for them if they used ready-laid track or flexible track since the ties there are made from fibre and plastic. If you want to lay individual ties, of course the natural material is wood *other than balsa*, which is too soft, but it must be a close-grained stripwood such as obtainable at hobby shops. Even then it may prove necessary to drill tiny spike holes to avoid splitting the ties. Spikes should be stained before laying or may be bought that way.

Tie Size and Spacing

Q. What is the usual size of a tie and how far apart should they be spaced?

A. Modern ties are eight or nine inches square, although much of them is concealed by the ballast. They are commonly spaced from nine to twelve

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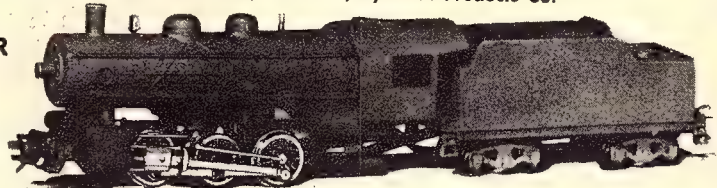
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inches apart. Old time ties were about six inches square and were spaced farther apart since trains were lighter. For HO gauge 1/8" wide wood strip is usually used for ties; for S and O gauge, 3/16" wide wood.

Joining Rails

Q. How are rails joined?

A. Real railroad rails are joined together by fish-plates or angle-bars which are bolted to the ends of the rails on each side. These are simulated on model railroads by "rail joiners" which are clips which slide over the ends of the rails and hold them in line.

Joints on Curves

Q. I have trouble making rail-joints on curves since the joint does not want to curve. How can this be overcome?

A. Join the rails before laying them, and flow solder over the outside of the joint, then lay as usual. Or, when this is not possible, pre-bend the rail-ends with pliers.

Insulated Joints

Q. How should I make insulated joints, where the control of one power pack might interfere with the control of another power pack?

A. The common method is by utilizing plastic rail jumpers which are available at hobby stores. Another way is to have gaps in the rail about 1/32" wide and held apart by the back end of a toothpick to prevent it being closed up accidentally.

Ballast I.

Q. How is the track ballasted?

A. If ready-laid track is being used or individual rails are being spiked down, apply the ballast first. One way is to paint on "liquid ballast." Another method is to paint ballast cement or even gray paint on a short area, then lay the track, and sprinkle with loose ballast. When this has dried overnight the excess may be vacuumed off. Avoid using loose ballast near switch points. To put ballast on track that is already fastened down requires a very painstaking job of applying cement and "gravel" to avoid getting ballast on top of ties and rails.

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Ballast II

Q. What should I use for ballast on a model pike?

A. Several commercial model railroad ballasts and cements are available at hobby stores, as well as liquid ballast which is really a mixture of ballast and paint. If these are not available locally try to locate some "water glass" — sodium silicate — (used for preserving eggs) for ballast cement and use bird gravel — available in several colors — for ballast.

Changing Location of Insulated Rail Joiners

Q. How can I change the location of an insulated joint in the track or insert a new one when it proves necessary?

A. As far as possible, map where these joints should come and lay them as you work in laying the track. When necessary to add them later, sometimes you can shove a metal rail-joiner back out of the way and just leave a small gap in the rail. Or you may be able to cut a gap with a cutting disc in a motor hand tool or with a razor saw.

Attaching Wires

Q. How should I attach wires to the rail for electricity?

A. To brass or nickel-silver rails, run the bare wire along the outside of the rail a fraction of an inch and solder it to the rail. If soldering is undesirable, the bare wire may be run against the rail for an inch or two and be tightly spiked at numerous places. For steel or aluminum rail which do not solder easily, try soldering the wire to a brass rail-joiner, or twisting it through a hole in the web of the rail.

Short Rails

Q. When I lay an oval of track or any tight formation, how do I avoid having just a small section missing at the end of the job, too big for a rail gap, and too short for any piece of rail that I can handle?

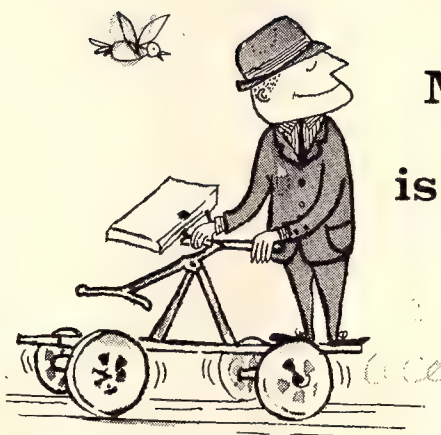
A. Try to lay your track so that there is a gap of several inches left to close. This can be measured accurately and handled easily and can be replaced if track movement later requires it. Do this even if it means sacrificing part of one of the rails.

Where To Start

Q. Where should I start work on a layout once I have the plan?

A. In RMC we very often suggest where to start. But in absence of any special suggestions, try to begin work at the toughest and most congested switchwork in the main line. While yards are important, they do not matter quite so much as the main line where speeds are higher. If you lay the toughest switchwork first, very often the rest of the layout will be mostly plain straight or curved trackage and the work there will go quickly and easily.

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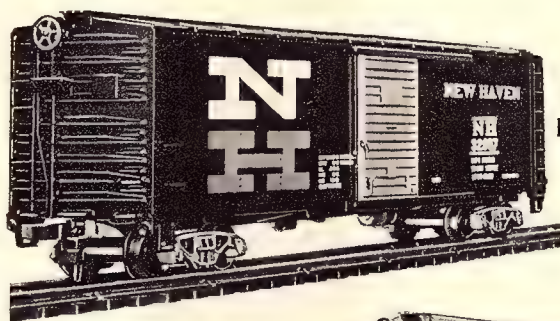
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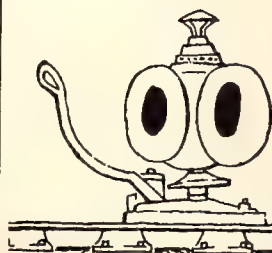


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SELL OR TRADE: Used Varney 4-6-0. Parts missing, castings in good shape. \$10 or trade for good 0-6-0 (HO) or other. F. Nelson, 2022 J St., Eureka, Calif.

FOR SALE: Wesa 13 mm. ga. Swiss tinplate. 3 locos, railcar, frt. and pass. cars, track, switches. All for \$110 or sell part. Keith LaBar, 179 No. Martel Ave., Los Angeles 36, Calif.

WANTED: JC HO coach kits with matboard sides. R. P. Wagner, 72 N Stanley Ave., Los Angeles 46, Calif.

FOR SALE OR TRADE: Miniscale 17/64" scale. Has original trucks, but has been repainted. Good cond. Earl W. Harding, 220 N Montebello Blvd., Montebello, Calif.

WANTED: OO brass rail and O frt. car kits and parts. R. E. Morris, 19 El Camino Real, Vallejo, Calif.

FOR SALE: Old AF S Ga. equip. with link eplrs. Send for list and cond. Willis James, 53 Rosemont St., Hartford, Conn.

FOR SALE: 50 pcs. Lionel O trk., ass'ted \$10. Each piece 20c. Porter Microscope set \$6. Lionel trestle set No. 110, new. Stamp for complete details. T. Thurman, 27 Elm St., Norwalk, Conn.

FOR SALE OR TRADE: Tenshodo F9, A&B, C&O. New Walthers North Shore Coach kit w/ks. Varney F-3, Dockside, Athearn CP9 HIF SP. Penn Line NP Pass cars. Fleischmann cars. Imp. switcher. Tyco streetcar. Pittman Bride and Groom. E. Schweer, 307 S. Oak Park Ave., Oak Park, Ill.

FOR SALE: HO ga. \$3000 worth for \$800. New kits and built up. 25 pwd. units. Cars, power packs, track, sws., parts, bldgs., everything in HO Free lists. W. C. Warrick, Jr., 3071 Imperial St., Jacksonville 5, Fla.

FOR SALE: Over \$130 O27 ga. trains, trk., plasticville scenery, bldgs., people. Write about anything you want—I will most likely have it. Larry Morgan, 3500 NW 3rd Ave., Miami, Fla.

FOR SALE OR TRADE: 25 back issues Model Trains, RAILROAD MODEL CRAFTSMAN, Trains, Model Railroader. \$7 for all or trade for back issues Hot Rod, Car Craft, Hop Up. Bob Schwinn, 130 41st Ave., NE, St. Petersburg, Fla.

FOR SALE OR TRADE: Ives loco No. 3235, cars No. 184 and 186. Good cond. \$20. HO N3 Dockside, perf. \$20. Trade for new HO kits. Ralph Richards, 7225 E. Buffalo Ave., Tampa 5, Fla.

SELL OR TRADE: For anything in HO. 4 model airplane engines—Ardent .19, 2 Ohlsons, Denny, propellers, 2 timers, coils; odds and ends. All good shape. Donald L. Haas, 1502 Bougenville Ave., Tampa 4, Fla.

FOR SALE: Bowser 4-6-6-4 kit with tender, \$40. Wm. C. Hood, P.O. Box 295, Austell, Ga.

WANTED: Old issues Official Guide. Pay cash or swap back issues of railroad magazines and Modern Railroads. Must be good to excel. cond. Tal Orr, 812 Euclid, Dublin, Ga.

SWAP: 32 pr. Kadec & 16 pr. NMRA eplrs. for Mantua coup. or hopper cars. 20,000 better stamps for steam or diesel locos. A. L. Hemmalin, 3651 San Juan Dr., Decatur, Ga.

TRADE: Some issues Trains, RR and Model Trains magazines for certain RAILROAD MODEL CRAFTSMAN and Model Railroader. Good cond. Send for list. Robert E. Forsell, 747 North Ave., Aurora, Ill.

FOR SALE: AF Trains and accessories. Much .172 brass rail and switches. Excel. cond. Stamp for list. Dan Tajbl, 1319 Cuyler, Berwyn, Ill.

FOR SALE: \$500 "O" Lionel, Penna. GGI & 4-6-4 steam, 11 frt., 3 pass., trk., bldgs. and access. Best offer over \$250. Stamp for list. Dale A. Penrod, Jr., RFD 3, Lake Villa, Ill.

MAGS FOR SALE: RAILROAD MODEL CRAFTSMAN, Model Railroader, Popular Science, Popular Mechanics, Mechanix Illustrated. Good cond. Stamp for list. Robert Turgeon, 57½ Van Den Noort St., Putnam, Conn.

FOR SALE: All HO equip., locos, power pack, track, etc. Send for list. Ray Besler, 6201 N. Talman, Chicago 45, Ill.

TRADE: 2 Mantua Sharknose A bodies for DC 60 or 62 motor or 3 pr. Varney 72" drivers. F. C. Happel, Box 250, Weaton, Ill.

FOR SALE: Lionel O gauge No. 224 casting with pilot and trailer truck, original tender, whistle, auto. eplrs. \$7.50. Flasher \$2.65, RCS-2 with control \$2.50. Ed Black, 821 Spring St., Michigan City, Ind.

SELL OR TRADE: Globe ATSF A-B A units. Lindsay 8 whl. powered. Good cond. Best offer or short whl. base loco, prefer PFM 0-6-0-T, EMD switcher, Penn Line Jeep or RDC. What have you? J. L. Knight, 2919 Madison St., Wilmington 2, Del.

WANTED: 265 T & 250W Hiawatha tender & slope back tender for 1662 & 2226W tender. Pay cash or trade modern Lionel & AF equip. loco and cars. J. W. Casey, 10236 S May St., Chicago 43, Ill.

SELL OR TRADE: 5 pr. HO Round-house auto eplrs., 2 w/draft gear, and 21 pr. HO MDC auto eplrs., good cond. Trade for HO or \$6 takes all pp. Eugene Golembiewski, 5746 Fairview Ave., Chicago 31, Ill.

WANTED: Armature No. X9460 for American Flyer loco No. 151, about 1949. Ray Ullmak, 2729 11th Ave., Moline, Ill.

FOR SALE: 10 3' pcs. Gargraves outside 3rd rail track \$7.50. 3 outside 3rd rail pick up shoes \$2.50. \$10 takes all. J. Lange, 130 E Jackson St., Villa Park, Ill.

WANTED: Varney steam, lead or brass boilers, economy or super, frames, wheels, parts. Also English or Mantua Mikados. Any cond. State cond. and price in first letter. F. R. Woolard, 332 W Staat St., Fortbille, Ind.

FOR SALE: Lionel O ga. No. 224 castings with pilot and trailing truck, original tender whistle auto coup \$7.50. Flasher \$2.65, RCS-2 with control \$2.50. Ed Black, 821 Spring St., Michigan City, Ind.

SELL OR TRADE: HO Gilbert HO-433 Penn. 0-6-0 for 2 Athearn SP Hi-Fi GP-9's. Has smoke and Choochoo. Mike Johnston, 622 W Jackson St., Muncie, Ind.

WANTED: Lionel pass. cars, 2625 Irvington, 2627 Madison, 2628 Madison, Lionel catalogs — 1945-1950. State price. Mildred Frankel, 2119 Sycamore St., Terre Haute, Ind.

TRADE: Stamp collection—750 U.S. and foreign, to first person to send 3 HO frt. cars in good cond. Larry Alfred, 1016 Curtiss Ave., Ames, Ia.

WANTED: Pix and plans of C & NW class A 4-4-0 No. 91 or other of same class. Lloyd A. Keyser, 130 23rd St., SE, Cedar Rapids, Ia.

FOR SALE: Over \$75 worth HO equip. All good cond. \$60 takes all. Nicky Toutsch, RD 2, Fayette, Ia.

SWAP: Station with real operating clock, 2 houses-landscaped. \$24 new, very good cond. Imported from West Germany. Want medium-sized loco in HO. T. N. Trunnell, 130 Ivanhoe Rd., Waterloo, Ia.

FOR SALE: Or trade for HO. Lionel loco 2-4-2 and tender, 9 frt. cars, 25 ft. 0-27 track, 2 switches. \$20, good cond. Send for list. Jerry Johnson, 424 W Office St., Harrodsburg, Ky.

WANTED: O ga. flexible trk. Have some standard ga. to trade or will pay cash. Ed Jones, 13 Railroad St., Lonaconing, Md.

SELL OR TRADE: Approx. 5000 foreign stamps and Lionel equip. for HO equip. David Soule, 5 Belmont St., Amesbury, Mass.

FOR SALE: S ga. AF train set No. 5535 TBH, \$39.25. Edwin Hinesh, 51 Littleton Rd., Ayer, Mass.

FOR SALE: Amusement park size steam train and tracky carries adults and children. Ideal for business or hobby. Photos, details \$1 (refundable). J. Murray, 330 Winthrop St., Rehoboth, Mass.

TRADE: O ga. scale RR circus and railroad equip. Tents, performers, animals, wagons, RR flats, stock and pass. cars, track, etc. Worth \$450. Swap for HO equal value. Send for pictures and description. Steve LePage, 45 Larkspur, Springfield 8, Mass.

FOR SALE OR TRADE: 2 Athearn Hi-Fi diesels. SF and SP. Excel. \$10 or trade for any MDC, MEW, Hobbystown, Penn Line, Varney, Bowser, or Mantua, steam or diesel loco. Alden Dreyer, Main St., Wales, Mass.

TRADE: 3 old time Pix approx. 12x24" in fair cond. B & A No. 230 4-4-0, Central Pacific No. 2012 4-8-0 and St. Lawrence & Adirondack No. 5 4-6-0. For Penn Line low side tender w/trucks or your offer. S. R. Ickes, 24 Ledgewood Rd., Wakefield, Mass.

SELL: Lionel set 2245 diesel; 3472 milk, 3461 lumber, 6462 Gondola; 6417 caboose. Best offer. **TRADE:** Hobbystown kit E-7 8 wh/drive for Casey Jones or Mantua Pacific in good cond. Robert J. O'Farrell, 48 Avalon Rd., West Roxbury 32, Mass.

FOR SALE: Complete HO RR: 3 steam engines, diesel, 30 cars, bldgs., trees, sws., trk. and access. David Sexton, 4218 Far Hill Dr., Birmingham, Mich.

WANTED: AF No. 374-375 twin GP-7 diesel. Orange and black only in good cond. and reasonably priced. Buy or trade HO equip. R. L. Duckworth, 1696 W. Troy Ave., Ferndale 20, Mich.

FOR SALE: Gilbert HO AA diesel, both powered, new cond. \$25. 4 AMT HO 30' pass. cars, \$10. Hobbystown diesel switcher, \$5. MDC sand hopper kit (new) \$2.95. C. B. Struwin, 2317 Linwood Ave., Royal Oak, Mich.

FOR SALE: AF S track, cars, 2 engines, switches and access. Knuckel equipped. List for stamp. Paul Scott Heinski, Box 444, White Pine, Mich.

WANTED: Lionel 700 EW, 0-6-0 or 0-4-0 switcher, cars and 4 pr. 022 switches. Have \$150 set Spaulding, Bobby Jones registered golf clubs, 2 yrs. old, perf. cond.—3 woods, 7 irons. Milo Grelson, 5604 32 Ave., Minneapolis 17, Minn.

WANTED: Bowser Mountain boiler. Will buy good 35mm slides of Chicago & Northwestern class 'H', J4 & E4. Paul S. Lewis, 3040 14th Ave., South Minneapolis 7, Minn.

WANTED: Std. Ga. (2 1/8") Lionel, Ives, Dorfan, Voltamp-Boucher, Carlisle & Finch, AF, etc. trains, trolleys, access., etc. Train catalogs prior 1940. Send your list. Omaha Al, Minnehaha Station, P.O. Box 5035, Minneapolis 6, Minn.—Parkway 2-3306. (Please use your correct name. Ed.)

FOR SALE: AF S Ga. Atlantic type engine \$8. Gondola \$3.50. Box car \$4. Caboose \$4. 34 pcs. trk. \$5. Trans. terminal and wire \$8. Link eplrs., 2 man. sws., 1 remote control \$7. Good cond. Best offer over \$34 takes all. Billy Forbes, 2281 Doswell Ave., St. Paul 8, Minn.

TRADE: Tenshodo GP-7, Mantua diesel, 0-4-0, Shuttlejack, Hobbystown Alco EMC E-7, Hobbystown FM, Varney Dockside, diesel switcher, IMP 0-4-0 Old Timer—Kemtrom Dockside, HP 0-6-0. Many cars. Want canned food, de-humidifier or cash. Mrs. D. Christensen, 8 McBaine Ave., Columbia, Mo.

SWAP: Stamp cat. value equal to new price your used HO locos or cars. Satisfaction or your equip. back. J. Lawrence, 412 S Clark, Ferguson 21, Mo.

FOR SALE: HO United 2-8-0 (new), miscellaneous rolling stock and track. Stamp for list. C. L. Scrivner, RR 2, Box 174, Liberty, Mo.

FOR SALE: Beautifully built steam locos, Milwaukee 2-6-2, USRA mike, bargain. Streamline cars and some sixty built cars. (Consider trading on cars.) Lee P. Durham, 6041 Cabanne Place, St. Louis 12, Mo. (This is HO? Ed.)

FOR SALE: 5 Lionel O ga. remote control switches in good cond.—2 RH and 3 LH, \$7.50 ea. Jim Biegel, Box 246, Harlowton, Mont.

WANTED: O ga. Tru-scale roadbed milled new or used with or without rails. Send details and price. Edward Stowe, 2529 Candia Rd., Manchester, N. H.

FOR SALE: CNJ 4-6-0 Camelback, brass added detail jeweled markers, piping, etc., spray-painted, rods, cylinders nickel plated, run and looks excellent, \$30 or highest offer. W. Roberts, 251 Davey St., Bloomfield, N. J.

WANTED: Robico Gallows Turntable, kit preferred. Also narrow gauge Shay or Climax. Trade two Mantua Shifters. C. Douglas Johnson, 156 N. 16th St., East Orange, N. J.

FOR SALE: 2 Athearn RDC units, like new; RDC 3 powered, RDC 4 trailer, both for \$11.3 Hobblyline UP yellow pass. cars. \$1.50 ea. J. Francis, 42 Paul St., Fords, N. J.

TRADE: For HO steam loco. Geared Athearn diesel A unit 4 wheels powered, Athearn comb., Athearn coach, Pennsylvania RR, 6 Mantua frt. cars, excel. cond. P. A. Willmermet, RFD 1, Glassboro, N. J.

SELL: Lionel O ga. 17 curved, 16 str., 2 remote control, 3 hand switches, hopper, gondola, caboose, piggyback set with 2 cars. Good cond., \$40 or sell part. Elmer Bieler, Jr., Box 76, New Market, N. J.

WANTED: Penn Line steam locos, Tenshodo 0-8 Mikado, Pennsy prototype metal locos and English metal coaches or combines. Built up or kits. William Burns, 1041 Thomas St., Hillsdale, N. J.

FOR SALE: Varney Sinclair tank car No. T-1 with lettered sides, sprung trucks, 12 pcs. Atlas 18" radius trk., 10 pcs. Atlas 9" straight trk. \$6. Never used. Larry Homa, 221 Palisade Rd., Linden, N. J.

FOR SALE: HO equip.—cars, loco., trk., NMRA epl. and sprung trucks. Mantua Big 6, partially assembled. Rob Heidenreich, 56 Fairview Ave., Madison, N. J.

SELL OR TRADE: Complete HO 4x8 layout—hand made bldgs. painted figures, locos, cars, power pack, switches. New. Cost \$500, sell \$275 or trade for stamp collection of equal value. Stanley Wolf, 776 S. 11th St., Newark, N. J.

BUY OR TRADE: Want Dec. '53 and May '54 RAILROAD MODEL CRAFTSMAN. Swap Apr. and May '36. Harold Osborne, 11 Beam St., Pompton Lakes, N. J.

SELL: Large HO set—whole or part. Excel. cond. Mantua Little Six, Hobblyline Diesel, 20 cars, Multipack Sr., Hobblyline Powerpack, 40 sec. 3" trk., 40 Pcs. snap truck. Many extras. J. Bush, 48 Lake St., Ramsey, N. J.

WANTED: HO steam engine, 10 wheeler or smaller and switch. mach. State cond. and price. Rob Heidenreich, 56 Fairview Ave., Madison, N. J.

WANTED: 027 Lionel No. 50 section car and No. 60 operating trolley. Swap \$20 Scot catalog value stamps for either of them, good cond. Robert Barben, 1725 Randall Ave., Bronx 72, N. Y.

WANTED: Bing and Maerklin oil burning or electric lamp posts and street candelabras. Every description. Robert T. Hess, P.O. Box 486, Rahway, N. J.

FOR SALE: HO Mantua Sharknose A unit, single powered, good cond. Take 12" radius. For more information, call or write. David Appel, 1380A Teaneck Rd., W Englewood, N. J.

FOR SALE: Aristo-Pack, like new, \$10. Perkins transformer, excel., \$5. O-HO train catalogs. List for Stamp. H. R. Ashley, 50 Saratoga Ave., Yonkers, N. Y.

FOR SALE: Over \$600 worth AF, 3/16" scale, complete, \$350. Package deal only. Listing on request. C. A. Cassidy, 6 East Webster St., Merri-
rick, L. L. N. Y.

FOR SALE OR TRADE: For HO. AF, Lionel and other tin-plate equip., excel. to fair cond. Stamp for list. Stephen Dobrow, 31-40 56th St., Woodside 77, N. Y.

SALE: Lionel O ga. 2-6-2 loco., frt. cars, trans., 027 ga. trk., etc. Also old-time plastic cars. Send for list. R. Durk, 490 West End Ave., New York 24, N. Y.

SWAP: 5 Aristo automatic dump cars with actuators for each. List price \$4.50 ea. Trade for 2 Penn Line switchers or Athearn RDC or Walthers comb. Gas-Electric. William Stevens, 1208 Phillips Ave., Harding Lakes, Mayslanding, N. J.

FOR SALE: OO ga. Famoco GG-1 single motor kits, Scalecraft MY car and RDC-1 car. Stamped envelope for list and price. Charles Esterman, 123-02 23 Ave., College Point 56, N. Y.

FOR SALE: AF std. ga. cars No. 4080. 1-2. Brown, good cond. Best offer over \$3. Thomas Ellis, Lake Ave., St. James, N. Y.

FOR SALE: Lionel O ga., good cond. ZW trans., ICRR (2363), Santa Fe (263), 15 cars, 75 sec. trk., 3 pr. RC sws., pr. manual sws., access. \$125. Douglas Fink, 3741 Richmond Ave., S. I.

COLLECTORS: Disposing of large collection of old trains and catalogs, Lionel, Ives, Dorian, AF, etc. List for stamps. Vincent J. Lombardi, 341 Beach 73 St., Arvence, L. I., N. Y.

WANTED: Lionel catalogs before 1920. Have Lionel 700 Hudson, 708 Pennsy 0-6-0, 700 & 2900 Scale frt. cars. Trade or offer cash. Also want any reprint of Lionel printed matter. Julius V. Raiola, 233-5th Ave., Brooklyn 15, N. Y.

FOR SALE: Lionel 027 ga. equip.—new 2338 loco, w/whistle. Oper. milk & bbl. cars, frt. cars, trk. etc. M. Reilly, Jr., 1413 Nelson Ave., Bronx 52, N. Y.

FOR SALE OR TRADE: Maerklin HO 3 rail equip., cars, trk., sws., locos., trans. Want HO traction equip. Stamp for list and prices. J. N. Hauser, 19 E. 72nd St., New York 21, N. Y.

SWAP: Many RAILROAD MODEL CRAFTSMAN and Model Railroader, some before '47, also pre-war Lionel items and O ga. frt. cars for old US coins. Especially Commemorative half dollars. State cond. H. J. Hirschfeld, 303 Colonial Rd., W. Hempstead, N. Y.

FOR SALE: Lionel O ga., 6 loco. (4 diesel, 1 electric, 1 steam), 8 frt., 12 pass. cars (2600 series and stream-lined), track, automatic sws., cork roadbed. Send for list. R. Konigsberg, 104-82 Dr., Kew Gardens 15, L. I., N. Y.

SELL OR TRADE: HO locos., kits, ready-built frt., Hobblytown F-7 power kits and new Varney F-7 metal bodies, A & B units. Metal AF frt., coach and green coach and baggage cars. William McShane, 613 East 16th St., Brooklyn, N. Y.

FOR SALE: 027 Lionel trk., frt. cars, 2025 engine, 60 & 90 watt trans. Sell together, separately or trade for Lionel GP-7 diesel and pass. cars. Send for list. Bob Mandell, 492 East 12th St., Brooklyn, N. Y.

FOR SALE: Breaking up collection pre and post war O, Std. ga. Excel cond. Stamped envelope for list. Ted H. Strauss, 5550 Netherland Ave., Riverdale 71, N. Y.

SELL OR TRADE: Varney diesel switcher. 8 wh. dr., painted C&NW RR, excel. cond. \$12 or trade for MEW 44 ton switcher or Athearn gear driven GP-9. E. M. Loizeaux, 329 Van Buren, Jamestown, N. Y.

FOR SALE: Several items of Lionel std. & O ga. List for stamp. Joseph R. Cirillo, 37 Logan St., Auburn, N. Y.

SWAP OR SELL: Mantua Booster, fair, \$4. Penn Line diesel switcher, \$7. List of cars and parts on request. Exchange passes: S&TVRR. Dave Jarrett, Ft. Montgomery, N. Y.

FOR SALE: Lionel O ga. Breaking up layout. Also custom semi-scale tinplate items, magazines, catalogs. Stamp for list. H. Austin, 248 Hutchinson Blvd., Mt. Vernon, N. Y.

SELL OR TRADE: AF Gilbert NYC Hudson s/c-c, good cond., \$20. Trade for Tenshodo NYC Hudson or what have you. Peter Busack, 718 Genesee St., Olean, N. Y.

FOR SALE: HO. Tyco 0-6-0, AB diesel. WJ circus animals. PSM interurban. Box AF 5314 Hudson parts. Varney Casey Jones Lindsay AA powered, Tyco Pacific. Athearn RDC. 6 Varney B&O pass. cars. W. C. Dannecker, 200 Shafer, Middletown, Ohio.

TRADE: 1000 good stamps, worth \$50, mounted in album. Want HO motive power. David Bender, Bowen Rd., Elma, N. Y.

TRADE: HO cars, locos, access for Indian craft and beads. Brand new Lionel for English 0-4-0, Imp. electric type locos., Mantua diesels. Tom Herlihy, 51 Reliance St., Rochester 21, N. Y.

FOR SALE OR TRADE: HO Tru-Scale red, trk.—2 circles 20" radius, 40 pcs. str., 2 RH 2 LH sw. with machine, 1 RH 1 LH less machine, and 2 sw. machines. Best offer. Capt. R. S. Grant, 162 W Court, Rome, N. Y.

FOR SALE: Kemtron Montezuma Modern Version, new. 6 Highball Golden Era Deluxe cars. Make offer. Norman C. Guinard, 3033 Wellington Ave., Schenectady 6, N. Y.

WANTED: Photos of New Haven class 1-4 Pacific 4-6-2. Must be of each side or one side, well lighted. Am detailing AF No. 290. S. Lovejoy, 1296 Lowell Rd., Schenectady 8, N. Y.

WANTED: Mantua HO. Reading consolidation, LMP CNJ 4-6-0 Camelback. Also Red Ball, Binkley or Central Lines 1890 period vestibuled pass. cars. State cond. and price. E. W. Redick, 567 Brunswick Rd., Troy, N. Y.

FOR SALE: 5 sets Marklin HO—2 trans., trk., sws., signals, overhead catenary, lots of extras. \$400 value. Make offer. J. F. Tempone, Box 717, 24th St., Wyandanch, N. Y.

SWAP: Scalecraft OO ga. 4-8-4 equipped Pittman DC-91 motor for Johann OO ga. 2-8-2 in operating cond. Phil Shelton, 1616 Spring Garden St., Greensboro, N. C.

FOR SALE OR TRADE: Mantua Soo Line Pacific 4-6-2 loco., \$32. Santa Fe loco. & dummy diesel, about 35 HO frt. cars, several makes, and 4' lengths rail brass. Geo. Williams, Box 823, Minot, N. D.

SELL OR TRADE: Varney EMD switcher, Penn Line "Jeep," several other HO items. Send for list. Looking for Hobblytown 2000 HP Alco, Tenshodo Hudson, Tenshodo NYC GP-7, PCC, R. Harke, 9000 Tioga Ave., Cleveland 5, Ohio.

FOR SALE OR TRADE: Penn Line HO GG-1, \$40 new, painted and decal cab—\$27 or HO Gilbert Alco or Mantua "Mike" or other comparable engine. Joseph J. O'Laughlin, 1889 Rosalind, East Cleveland 12, Ohio.

FOR SALE: TT equip.—engines, cars, trk., sws., roadbed, etc. Changing ga. List for stamped envelope. Gary A. Beckett, 534 Sheldon Ave., Columbus 7, Ohio.

SWAP: 40 issues Trains (1953-1956) for late model AF Atlantic loco. with Pull-Mor in excel. cond. Tom McCulloch, 4500 Locust Ave., Dayton 6, Ohio.

SELL OR TRADE: Large quantity HO, mostly new, and some Lionel 027. Trade for TT. Send for free list, please specify Lionel or HO. William R. Harding, 163 Wood St., East Palestine, Ohio.

WANTED: Marx collector offers \$5 for Hocking Valley Gondola (3/16" size, 3000 series). Want C&O flat and other 3000 series; litho'd cars; litho'd and CP locos., tenders. N. E. Brown, 414 Central Ave., Rochester 5, N. Y.

FOR SALE: Std. ga. equip., good cond. Stamp for list. James Davis, Addison, Ohio.

FOR SALE: Tenshodo SD 9, factory assembled, painted Milw. colors, perf. cond. \$20 PP. A. Welland, 15016 Schuyler Ave., Cleveland 11, Ohio.

TRADE: Model airplane and motor, excel. cond. Trade for Lionel equip. of equal value. If interested send list of equip. Gary Gahm, East Main St., Jackson, Ohio.

FOR SALE: 13 Lionel frt. cars, 4 pass. cars, 2 O ga. NYC engines (2 motors each), 2 027 locos. (diesel, steamer), O ga. trk. and pr. sws., trans. All for \$125. Johnny Joe Yazel, 600 Calumet Ave., Lima, Ohio.

TRADE: Fleischman HO equip., type "F" airbrush outfit, HO scale equip., brand new. Want Marklin HO or 2 1/4x2 1/4 camera. Send for complete list. V. M. Caspar, 2059 Evansdale, Toledo 7, Ohio.

WANTED: Marlin HO engines, cars, etc. in any cond. Give catalog No. if possible, description and price. V. V. Nyitray, 3241 Heatherdowns, Toledo 14, Ohio.

FOR SALE: Breaking up HO layout—15 locos, 75 cars, good cond. Self addressed stamped envelope for list. V. E. Lundberg, 442 Belmont NE, Warren, Ohio.

SWAP: Mantua Mogul & Goat, Varney Switcher & F-3. Want any make Mikado, Pacific or similar steam locos., car kits or cash. Dave Craig, 607 Oak Hill, Youngstown, Ohio.

WANTED: Any type plans for short line RR. Ludd Lentz, 804 E Noble, Guthrie, Okla.

FOR SALE: \$140 worth Lionel equip.—locos., trk., sws., loaders—the works. Perfect shape. Some used only once. \$99 or best offer takes all. Walt Mullins, 24 Circle Dr., Chickasha, Okla.

FOR SALE: O ga. 2 rail DC Thomas Consolidation kit and factory built International Hudson, new, \$50 for both, plus postage. H. J. Finan, 5117 E. 23rd St., Tulsa, Okla.

FOR SALE: New and used AF S ga. locos, diesels, switches and equip. Stamp appreciated. James Stofa, 15 E Main St., Ardmore, Okla.

SWAP OR SELL: Lionel O—027 layout—engine, cars, access. trk., etc. Many old engine parts. Trade for HO equal value or sell \$84. Stamp for list. Jimmy Brady, 300 W. Darthmouth, Gladstone, Ore.

SELL: Ives, engine 3235, cars 184-5-6, 366' trk., 2 sws., crossover, trans. Running cond. Make offer. John Ulrich, 1516 E. 10th Ave., McMinnville, Ore.

WANTED: HO 4-4-0 (early 20th century — not old-time), cross-kit, scratch built or otherwise, in good running cond. The smaller the better. Also need tin-plate whistle unit (steam type). D. L. Gray, 9416 Syracuse St., North, Portland 3, Ore.

FOR SALE: S ga. AF equip in excel. cond.—frt., cars, locos., sws., trk., trans. Stamp for list. R. W. Keefer, 2003 1/2 Liberty St., Allentown, Penna.

FOR SALE: Complete HO layout. Sell separately or all. Write for list. Gary Comet, 144 Third St., California 3, Penna.

SELL OR TRADE: Fleischmann HO trk., both 26 and 14 1/2 rd., pr. sws., lots of str. trk. Any reasonable offer accepted. Trade for HO bldgs. or rolling stock. Gary Klein, 55 Fourth St., California, Penna.

SALE OR TRADE: Lionel 027. Want HO. Send stamped addressed envelope for list. James Kates, Cherryville, Penna.

TRADE: American Photography and Popular Photography Mags. 1943-49, not all complete. Want RMC or other model RR mags. Stamp for list. Wm. Hoffman, 117 Ardmore Ave., Danville, Penna.

WANTED: Lima loco. works builders plates, square and triangular. State cond. and price. Barry McMillan, 2078 Kent, Huntingdon Valley, Penna.

FOR SALE: Varney, like new. Gondola \$1.75, baywin, cab. \$2.75, Penn & Vgn hoppers \$2 ea., tank \$2, refer \$1.75, pack \$5. Separately or \$15 takes all. Joe Sweeney, Jr., 2944 Stony Creek Rd., Norristown, Penna.

WANTED: Lionel 313 bascule bridge; 125 stop station; cars No. 3559, 3454, 2420, 2411, 2452, 2454 Baby Ruth, 2560, 2461, 2-2457, 2625, 2627 and 2628. Robert Heffner, 194 Klever Rd., Glenshaw, Penna.

FOR SALE: Lionel 2321 F-M Lackawanna diesel, excel. cond., \$25. Lionel 2023 Alco A-A painted PRR red, good cond., \$16. Gary Sunday, 1712 N 4th St., Harrisburg, Penna.

WANTED: Bowser Winton Articulateds and other large steam locos in HO, Mountain, Texas, etc., kit or built. Want electric also. State price and condition. Can use components or defunct locos also. Richard S. Hollis, 472 Jefferson Ave., Hathboro, Penna.

FOR SALE: Lionel O ga. Want locos and cars in O and Std. ga. before 1942. Stamp appreciated. John R. Koch, 5 Main St., Joliet, Penna.

FOR SALE: Lionel O27 train and access. Self addressed stamped envelope for list. Michael Puachock, 124 W Railroad St., Nesquehoning, Penna.

FOR SALE: 2 pr. Atlas s.w.s., 12 sec. 18"-13 sec. 22"-10 st. sec. \$12. Also Penn Line s.w. and Varney diesel for \$12. Jos. Sweeney, Jr., 2944 Stony Creek Rd., Norristown, Penna.

FOR SALE: Cat. and all magazines, incomplete years from 1933. Bid by post card any one or more. Harrison, 1025 S. 51st St., Philadelphia 43, Penna.

FOR SALE: Collectors' rarity. 1910 Rand McNally Railroad Atlas of US—\$150. George D. Stock, 83 W Sedgwick St., Philadelphia 19, Penna.

COLLECTORS: \$300 offered for Lionel No. 408E with No. 412-13-14-16 in two tone brown. \$125 offered for any trolleys—Boucher locos—Lionel "thin rim" locos. Also want Dorian ft. cars. Carl C. Robinson, 7303 Hermitage St., Pittsburgh 8, Penna.

FOR SALE: Brand new AF train set No. 5610—T Type engine. \$16, pp. Henry Volz, 600 W. North Ave., NS, Pittsburgh 12, Penna.

FOR SALE: 3 Lionel No. 042 switch man. ill., new condition. \$2.50 ea., 3 for \$6. RH, 2 LH. Want Lionel No. 682 steam turbine, new cond. Name price. Harry B. Maurer, RD 1, Ronks, Penna.

FOR SALE: K&O Mercury and Johnson outboard motors for model boats. Allyn .049 outboard motor. Cavaeraft outboard model boat. 2 Athearn Pa. belt drive A units. Excel. cond. Want Mantua Little Six. Gary Griffith, 1007 Bald Eagle Ave., Tyrona, Penna.

TRADE: 2 unit Penny frt. diesel worth \$25. Trade for 0-4-0 switcher, either Var. Lil. Joe or Mantua Shifter. J. D. Myers, 148 Downer Ave., Uniontown, Penna.

TRADE: Power Pack Mantua Shifter and Booster, 11 ft. cars, pass, 6 No. 6 brass turnouts. Fair to good cond. Want Lionel 2-8-4 and No. 696 Lionel Hudson or make offer. A/IC A. C. Beres, 41st TACRECONRON, SHAW AFB, S. C.

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TRADE: Varney metal diesel A, Globe diesel A Lindsay Drive, 8 ft. and 2 streamline pass. cars, good cond., \$60 new, for Hobbytown Road Switcher DC71 or Tenshodo 0-8-0 Switcher. R. B. Woods, 2504 Parkwood Rd., Chattanooga, Tenn.

WANTED: Bowser 4-6-6-4 and 4-8-2 and other large multi-wheel engines. State price and cond. R. L. Harper, 1403 N. 18th, Humboldt, Tenn.

SELL OR TRADE: Lionel equip., trk., s.w.s., access., diesel and steam engines, cars, good cond. Trade for HO equip. Mike Maberry, 7721 Idlewood, Dallas, Texas.

TRADE: Detailed Casey Jones coal type tenders. Old RMC and MR. Model Trains mags. Want consol. or what have you. Roy Thomas, 2733 S. 12th, Abilene, Texas.

FOR SALE: Canadians only. 3 old time locos, 15 old time frt. cars, 25 modern frt. cars, electric steeple-cab loco, numerous parts for HO. L. Dixon, 1489 Richmond St., RR D, London Ontario, Canada.

SWAP: Pre-war AF Hudson w/sw, S ga., excel cond. for any second hand O ga. scale 2 rail loco. W. H. Eldridge, 1535 Scott Ave., LaMarque, Texas.

TRADE OR SELL: Excel. cond. Unique auto. 22 pistol for Marx auto. coupling pass. train or other Marx equip. Sell \$32. Jim Harter, 4215 38th, Lubbock, Texas.

TRADE: Varney 0-4-0 Dockside, perf. cond. for Athearn GP-9 SP diesel. Must be good cond. Mickey Minyard, 2125 14th St., Port Neches, Texas.

TRADE: ACI HO SP 4-8-8-2 cab-ahead and tender, test run only. Want SP Daylight 4-8-4 or other SP loco. J. L. Ahern, 218 Warren St., Norfolk 5, Va.

WANTED: Pay cash for OO Scalecraft 4-6-2 P-13 Pacific loco ready to-run or kit. Also parts. Need Pennsy M-1a 4-8-2 Sand Cast OO boiler produced 20 years ago in Ohio. O. A. Parris, 1019 13th St., Bremerton, Wash.

SWAP: Kodak Retina II 35 mm camera and case. Want 2 Bowser 4-8-2 with Kemtron 14 wheel tenders. Kaye Jennings, P.O. Box 649, Des Moines, Wash.

FOR SALE: Pre-war Lionel engine, 7 cars. Pre-war Lionel O27 train—engine, tender, 3 cars. Dale Johnson, 3016 Maple Rd., Millwood Br., Spokane 6, Wash.

FOR SALE OR TRADE: Pacific loco in excel. cond. Trade for Mantua Booster and \$12. or for Tenshodo 0-6-0 loco and 3 Atlas RC RH No. 4 s.w.s. or \$21. Might consider other HO locos that run and are in good cond. Jack Matson, Box 165, Toledo, Wash.

WANTED: Scale or tinplate S ga. equip. (No tinplate trk.) Brian Noll, 308 E. College Ave., York, Penna.

FOR SALE: AF Hudson, Pacific, cars, 918, 951, 952, 3 frt. cars, 1 pr. s.w.s., 47 pcs. trk. with roadbed. Plasticville products. What am I offered? Jim Wiley, 440 Grove St., Morgantown, W. Va.

WANTED: Motor for Mantua Mogul in good cond. State price. R. E. Steele, 1001 Williamson St., Madison 3, Wisc.

Bill Gielma, 378 Royalmore Ave., Richmond, B. C., Canada trades and sells size 116-616 negs. & pix. Steam, diesel, electric.

FOR SALE: Lionel O27 s.w.s., trk., & 2 RC sections, \$20. Gilbert HO diesel, frt. 3 cars, trk., bridges, & power \$35. Monorail \$10. Microscope w/access. \$5. Gasoline racer w/access. \$10. Leslie Rieptke, Jr., 5536 Boaz, Dallas, Texas.

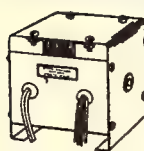
FOR SALE: Mantua General \$15; Graham Farish NYC Hudson \$20, both new. Lindsay Alco pass. kits, A-A Dual drive and dummy \$25. Sampson 85' kits. Fleischmann overhead. Write for lists. Want Lindsay L-140. W. S. Logan, Box 534, Meaford Ontario, Canada.

FOR SALE: Lionel train layout UP twin A, GE Diesel, locos, 2056, 225, W&S, 10 RC s.w.s., 3 trans., 350 ft. Hi rail trk., 3 Hi speed crossovers, etc. List \$840, sell \$375. N. Triff, 534 Victoria St., Sudbury Ontario, Canada.

WANTED: Cash or trade. HO locos—BB elec-PSA-GGI-or MJ cars. Any cond. but fair price. M. J. Spellin, 81 Tedder Rd., South Croydon, England.

FOR SALE: Triang OO diesel shunter BR, 3 waggons, 1 bogie bolster wagon BR, very good cond. Best offer over \$6. Ian Beattie, 1 Bourgoynne St., Fort Chambly Quebec, Canada.

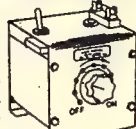
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TIMETABLE LISTINGS

Clubs and others having news items of interest for this column should mail them on club letterhead to: MODEL RAILROAD TIMETABLE, RAILROAD MODEL CRAFTSMAN, RAMSEY, N. J. Items for insertion in the February issue must be at Ramsey not later than November 25th.

CLUB SHOWS

WESTFIELD, N. J., Nov. 22, 29, and Dec. 6: 7-9 P.M. Nov. 23, 30, Dec. 7: 2-5 P.M., 7-9 P.M. Nov. 24, Dec. 1, 8: 2-5 P.M. Annual exhibition Central Jersey Model RR Assn. large O gauge scale model railroad. On 2nd floor. Admission 35c, Children 25c. 135 Elm Street. George Weinheimer, Treasurer.

ORELAND, PA., Dec. 7-8: Greater Abington Township S. M. E. Open House. Trains in operation from 3-9 P.M. Club is located at Pennsylvania and Weldy Aves. James Greener, V. P., 2436 Lafayette Ave., Roslyn, Pa.

EAST WEYMOUTH, MASS., Dec. 21-22: South Shore Model Ry. Club, Second Annual Christmas Show, at rear of 174 Middle St., Central Sq. Dec. 21: 10 A.M.-5 P.M. to the public, 7-12 P.M. model rails only. Dec. 22: 1-5 P.M. to the public. No admission charge. Children under 12 must be accompanied by parents. Continual operation, refreshments, and Santa Claus.

EAST MEADOW, N. Y., The West Island RR, annual show. 2016 No. Jerusalem Road, at rear of bakery. Nov. 29, Dec. 6: 8:30-10 P.M. Nov. 30, Dec. 1, 7-8: 2:30-5 P.M. Admission 25c. By car on Southern State Pkwy, take exit 25, North 1/2 mile, then right 1/2 mile to shopping center.

STAMFORD, CONN., Nov. 29-30, Dec. 6-7, 13-14: Fall Show, Stamford Model RR Club. Fridays 7-10 P.M., Saturdays 2-10 P.M. Atlantic Trunk Lines O ga. layout in operation. Located in basement St. John's Episcopal Church, Main and Grove Sts. Admission, Adults 50c, Children 25c. C. L. DuVivier, Secy.

NEW CLUBS

ROCHESTER, N. Y.: Scale O gaugers in Rochester area contact Russ Christensen, 157 Manor Parkway, or Phone BRowning 1-1410. Object to form new O gauge club.

NEW ADDRESSES

PENN PUBLICATIONS, INC., publishers of Railroad Model Craftsman and Penn Craft Books, now located at 31 Arch Street, The Penn Building, Ramsey, N. J., two blocks from Erie Railroad Station is Ramsey. Mailing address remains the same: Penn Publications, Inc., Ramsey, N. J.

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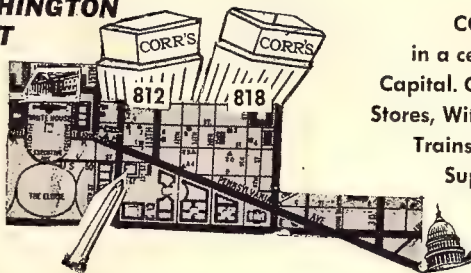
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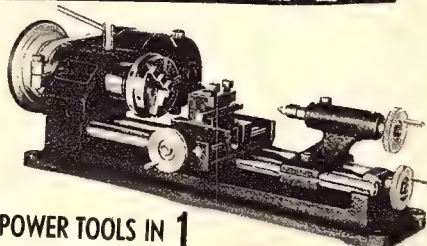
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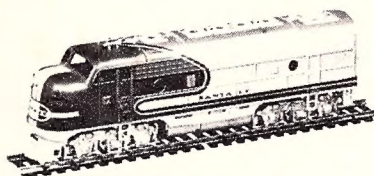
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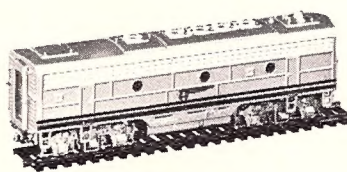
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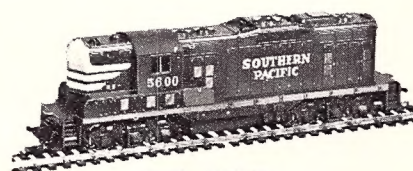
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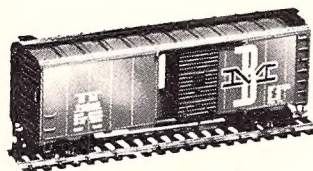


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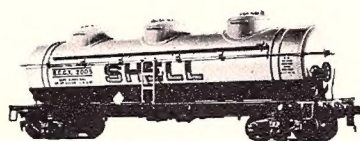
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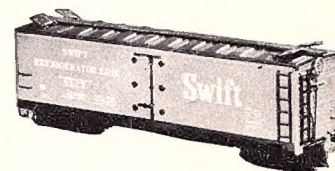
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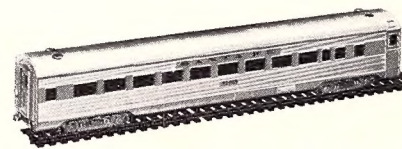
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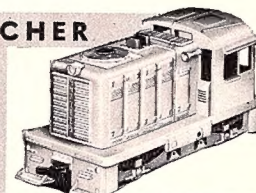
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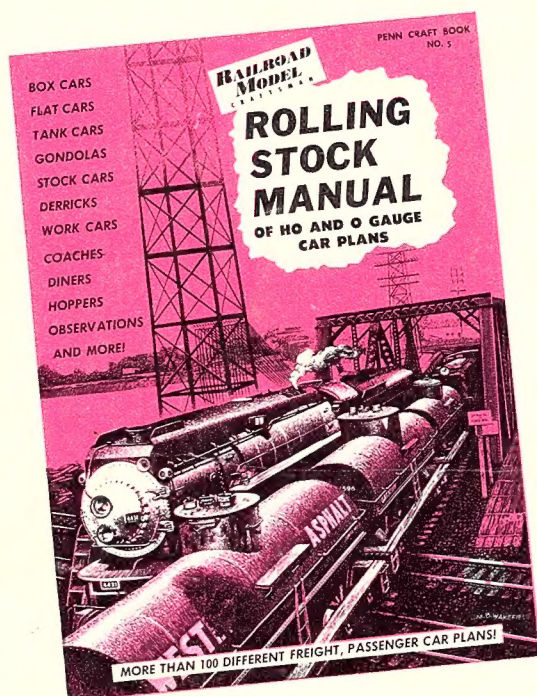
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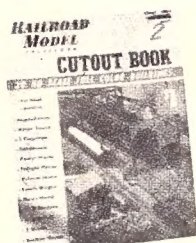


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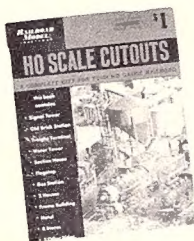


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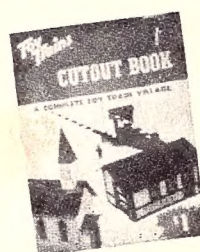


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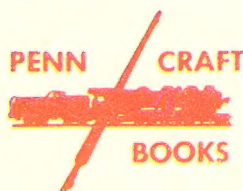


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